



# Design Regina

Official Community Plan



## **Design Regina, Official Community Plan Schedule “A” to Bylaw No. 2013-48**

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Regina City Council Adoption: December 16, 2013

Ministerial Approval: March 20, 2014

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## Summary of Approved Amendments

Bylaw Number	Date of Council Approval	Date of Ministerial Approval	Affected Sections	Description
2015-44	06/22/2015	08/21/2015	Section D5 - Land Use and Built Environment	Amendment to office policies to make exceptions for anomalous situations that could create a potential safety issue due to proximity to hazards.
2015-76	12/21/2015	06/20/2016	Section B - Financial Policies Section C - Growth Plan Section D4 - Infrastructure Section E - Realizing the Plan Section F - Maps	Phasing and financing policies and the addition of Map 1b – Phasing of New Neighbourhoods and New Mixed-Use Neighbourhoods.
2016-62	09/26/2016	12/14/2016	Section F - Maps	Updates to all maps to: ensure future land use and development of the Southeast Regina Neighbourhood Plan is consistent with the City's overall growth plan; reflect the final route of the Regina Bypass and to address other minor housekeeping items such as updating City boundaries.
2019-25	04/29/2019	06/17/2019	Section E - Realizing the Plan	Amendment provides an exception to the phasing policy to accommodate unique developments that provide general public benefits located on lands that are contiguous to built-out neighbourhoods or neighbourhoods that are in the process of being developed.
2020-1	01/29/2020	05/11/2020	All Sections	Numerous amendments as part of the first five-year review of Design Regina. Changes included: <ul style="list-style-type: none"> <li>• Housekeeping amendments to policies, definitions and maps to improve clarity;</li> <li>• Addressing required changes from revised provincial legislation regarding school sites; and</li> <li>• Minor adjustments to office development policies.</li> </ul>
2020-48	07/29/2020	10/13/2020	All Sections	Housekeeping amendments that were endorsed by City Council through 2020-1 but were missed in the bylaw.
2021-29	04/29/2021	08/24/2021	D9 – Health and Safety Section F - Maps	Updated maps and policies related to planning in the vicinity of the Regina International Airport.



2021-40	05/26/2021	07/16/2021	Section F - Maps	City Centre Boundary expanded to include the Regina Exhibition Grounds on Map 1 and Map 7.
2021 – 61	10/27/2021	03/17/2022	Section C – Growth Plan and Section E – Realizing the Plan	Amendment provides an exception to the Special Study Area policy to accommodate unique developments that provide public benefits located on lands that are contiguous to built-out neighbourhoods or neighbourhoods that are in the process of being developed.
2022-43	09/14/2022	11/22/2022	Section C - Growth Plan	Amendment to allow City Council to waive density target where it would be challenging to meet due to unique circumstances.
2023-24	08/03/2023	04/13/2023	Part A, Section F – All maps except Map 1a	Revised maps to reflect the new city boundaries and identify the annexed lands in the northeast as a New Employment Area.
2023-73	10/25/2023	11/14/2023	Part A, Section F –	Revised Map 1 - Growth Plan to recognize a change in jurisdiction to lands in the southeast from the Provincial Capital Commission to City of Regina and identify the subject lands as a New Employment Area.
2023-87	11/22/2023	12/01/2023	Part A, Section F – All maps except Map 1a	Revised maps to reflect the new city boundaries and identify the annexed lands as a New Employment Area.
2024-22	04/24/2024	05/15/2024	Section C – Growth Plan Section D3 – Transportation Section D5 – Land Use and Built Environment Section E – Realizing the Plan Section F – Maps (1, 1c & 5) Appendix A Appendix C	Established Primary Intensification Areas to facilitate the development of diverse housing options throughout the city in accordance with the City's Housing Accelerator Fund Action Plan.
2024-41	06/26/2024	07/11/2024	Section F – Maps (1c & 5) Appendix C	Established Secondary Intensification Areas and revised the Primary Intensification Areas to support the provision of diverse housing options across the city in alignment with the City's Housing Accelerator Fund Action Plan.
2024-44	06/26/2024	07/11/2024	Table of Contents Section D5 – Land Use and Built Environment Appendix B – School Siting and Re-Use Guidelines	Repealed the School Siting and Re-use Guidelines.



2024-56	09/25/2024	01/21/2025	Appendix C - Definitions	Amendments to the density definitions
2024-76	10/09/2024	01/21/2025	Section D5 – Land Use and Built Environment Section F – Maps	Amendments to the OCP related to allowing medium office developments outside of the Downtown (e.g. identified Transit Hubs on Albert Street). Amendment to Map 6 to simplify the map and allow medium office in the interior of the Warehouse District.
2025-16	04/09/2025	05/05/2025	Part A, Section D9 – Health and Safety Section F – Maps Appendix C – Definitions	Amendments to substitute new Airport Vicinity policies and removal of reference to NEF (Noise Exposure Forecast). Revised maps to reflect new policy areas.

*This Summary is provided for ease of reference only and is not adopted or intended to form part of Bylaw 2013-48.*







PART A

# Citywide Plan



**The City of Regina acknowledges the following firms and their contributions to the development of the Official Community Plan:**



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The City would also like to recognize the many stakeholders and members of the public who shared their thoughts to shape our city through the process of developing this Plan.

The City of Regina Planning Department, Community Planning and Development Division, thanks its colleagues throughout the corporation who helped prepare the Official Community Plan. This document is a testament to our employees' hard work and commitment to create a plan that is useful to all divisions.

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An aerial photograph of a park area. In the center, there is a paved path that curves around a landscaped area with red mulch and several trees. The trees have vibrant autumn foliage in shades of yellow, orange, and green. The surrounding area is a mix of green grass and more trees with similar autumn colors. The overall scene is bright and colorful, capturing the essence of fall.

SECTION A

# Introduction to Design Regina



## SECTION A

# Introduction to Design Regina

An official community plan (OCP) is the keystone of a municipality's long-term strategic direction, and it is essential to managing future growth and development. An OCP provides a comprehensive policy framework to guide the physical, environmental, economic, social and cultural development of the municipality.

*The Planning and Development Act, 2007* allows a council to adopt an official community plan. Furthermore, *The Statements of Provincial Interest Regulations* provide guidance on a complex series of land-use and development issues, fostering vibrant, safe, self-reliant and sustainable municipalities. These two documents underpin the critical and legislative role of an OCP as a management tool.

The City of Regina's OCP, entitled Design Regina, will manage the city's growth to 300,000 people and set the stage for its longer-term development. To be sustainable, a municipality must be forward-thinking, responsibly planning for the long term. For Regina, this means looking ahead by protecting land for growth to a population of 500,000. It also means planning for an appropriate balance of employment and residential growth to ensure that overall growth can be paid for over the long term to foster municipal financial sustainability.

Design Regina provides the City with direction on where and when new development will happen, how municipal services will accommodate this growth, and other factors affecting Regina citizens' *quality of life*, such as:

- economic development;
- housing;
- transit and roads;
- walking and cycling routes;
- the natural environment;
- *parks* and recreation;
- building design; and
- arts, *culture* and heritage.

The Design Regina goals and policies aim to create a sustainable city where social, environmental and economic concerns are addressed alongside the need to create a place where people want to live, work and play. The OCP is a strategically important part of bringing the City's Vision for Regina to life.

## History

Design Regina has been prepared at a time when Regina is experiencing relatively rapid expansion due to diverse and growing economies centered around oil, potash and agriculture. To put this growth in perspective, over the past 25 years, Regina has grown by 30,000 people. However, over the next 25 years, it is projected that 100,000 more people will make Regina their home, and many of those new residents will be recently landed immigrants. The city's projected rate of growth and increasingly diverse population make critical the process of developing a long-term plan.

Since Regina was founded in 1883, it has grown in a concentric fashion around the Downtown – the area bounded by Albert, Victoria and Broad Streets, and the CPR Main Line. Along the way, the city was shaped by the plans set forth first by Thomas Mawson in 1914, and then by Eugene Faludi in the 1940s and 1950s. As a result, the city has followed a consistent and successful pattern of growth. *Wascana Centre*, which runs alongside Wascana Creek and Lake, has been a focal point for the city and has played an important role in shaping Regina. The city also features a canopy of trees, planted in the early twentieth century, which shade most city streets built before 1980. Currently, many of Regina's residents live within a short 15 minute commute of the City Centre due to the city's relatively compact form, and most residential neighbourhoods are located within easy commuting distance of other employment areas.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong live-work relationship for residents is retained, and that the city is extended to serve all current and new generations.

## First Step Within a Broader Plan

Design Regina directs growth and change in the city for a population of up to 300,000 people. This initial growth is rooted in a greater context that anticipates the city's population growth up to 500,000 people. Growth of the city from 300,000 to 500,000 will create new opportunities and challenges, so it is vital that the City's policies and decisions be forward-looking and plan for the long term. Bearing in mind these population milestones is important to:

- ensure that the city has room to grow by protecting sufficient land for residential and employment use, as well as their supporting roads and infrastructure;
- help achieve balanced growth through the development of both *complete neighbourhoods* and employment lands;
- continue to maintain a compact urban form and critical mass of *density* within the city;
- ensure that the associated infrastructure is planned and staged in a way that allows the City to manage long-term costs;
- plan more efficiently and transparently to ensure that resources are allocated wisely; and
- optimize regional cooperation through joint planning and exploration of sharing services with surrounding municipalities.

## The Design Regina Story

Regina's Official Community Plan was launched publicly in May 2011 with a planned completion year of 2013. Design Regina is the result of a four-year process that included two years of extensive public and stakeholder engagement.

Design Regina seeks to build on the City's earlier planning successes and create a framework for new growth that continues to ensure that all parts of the city are well connected, that a strong live-work relationship for residents is retained, and that the city is extended to serve all current and new generations.

## Overview of the Process to Develop the Official Community Plan

PHASE 1 - Defining the Scope	PHASE 2 - Building the Foundation	PHASE 3 - Advancing the Vision	PHASE 4 - Developing the Plan	PHASE 5 Implementing the Plan
<ul style="list-style-type: none"> <li>• Best practice research</li> <li>• Defining the scope of the plan</li> <li>• Analysis of baseline information gap</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline research</li> <li>• Creation of teams and processes to support the OCP's development</li> </ul>	<ul style="list-style-type: none"> <li>• Project launch</li> <li>• Significant public consultation</li> <li>• Clarity on the Vision and identification of priorities</li> </ul>	<ul style="list-style-type: none"> <li>• Policy development, refinement and testing to determine how and where our community will grow and change</li> <li>• Taking the OCP for Council approval</li> </ul>	

The process began with a scoping phase. While the existing OCP had been periodically updated, it had not had a thorough review in over 25 years. In that time, provincial legislation and best practices for developing community plans had changed.

The community had also undergone some significant changes. In the years leading up to the launch of the Plan, Regina experienced significant population increases due to a booming economy, and the subsequent arrival of international immigrants that came to call Regina home. Regina's growing diversity made it imperative that the City understand its residents' evolving needs and expectations around housing, transportation, recreation and other aspects of the community related to *quality of life*.

A key part of the initial plan development phases required the project team to identify baseline information gaps, and then conduct research in order to fill those gaps. This allowed the teams to better understand the city's current state and determine how to build the official community plan, Regina's roadmap for change, and advance the Vision.

Design Regina also included significant public engagement. In particular, it sought to gather input on priority areas of focus. The community provided feedback through the Design Regina website, stakeholder workshops, nearly 20 road show events, "My future Regina is" cards, 24 stakeholder conversations with 120 representatives, three speakers series events, 40 self-formed citizen circles, an ideas fair, a public forum, and an associated wrap-up open house where the Plan's Community Priorities were initially drafted.

The Community Priorities were refined and tested with the broader community through focus groups, a website survey, and a statistically valid telephone survey before being taken to Council for endorsement in April 2012. The Community Priorities provided direction to the development of the official community plan.

The project then moved into plan development – the fourth and final phase of the project. The project team drafted

the growth plan and various policy topic sections, and the community continued to engage online, through stakeholder workshops, and at three open houses.

In addition to planning, implementation has always been a key focus for Design Regina. The Design Regina project team has concentrated not only on building a strong plan, but also on creating a plan that is owned and implemented by City staff, Council, and members of the community.

### Key Considerations for Planning for the Future

Some of the key considerations in the development of the Plan are outlined as follows.

- **Economic Growth** – As the provincial and municipal economies expand and diversify, city building will serve as a major catalyst for shared prosperity.
- **Population Growth** – Increased immigration is largely responsible for meeting the labour needs of the economy, driving Regina's unprecedented population growth and corresponding demands for a wider range of services from the City, and contributing to changes in the city's demographics.
- **City Building and Change** – Regina is changing at unprecedented rates and is continuously improving existing neighbourhoods and developing new neighbourhoods. Roughly 25% of the city's housing starts are in existing neighbourhoods, and 75% are in new neighbourhoods.
- **Housing Availability** – Housing demand is rapidly changing in the city, moving from the traditional single detached house to more diverse options such as apartments, family-sized rentals, secondary suites, *specific needs housing*, and *attainable housing*.
- **Engagement** – Regina residents are engaged in the activities of the City, leading and supporting initiatives that enhance an *inclusive* city-building process that offers residents transparency in decision-making and builds ownership through participation.



- **Mobility** – The city is increasingly transitioning from car-oriented to people-oriented design and development by offering residents a greater range of mobility choices. At the same time, the city faces increased demands for more and better transportation connections to the region.
- **Regina's Distinctive Character** – Regina boasts small and distinctive neighbourhoods, welcoming and open people, a proud history of city planning and building, and much more. The city's character is essential to its current and future built form, civic identity, and *culture*.
- **Living within Our Means** – As Regina grows, it faces financial limitations. The costs associated with growth must be considered in a long-term context to avoid passing debt on to future generations.
- **Environment** – As the next generation grapples with climate change and other environmental issues, the City must continue to work hard to conserve and rehabilitate its *natural system*.

## Vision

City Council developed the following Vision for Regina, and it has been adopted by Design Regina:

Regina will be Canada's most **vibrant, inclusive, attractive, sustainable** community, where people live in **harmony** and thrive in **opportunity**.

- **Vibrant** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **Inclusive** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **Attractive** – Residents and visitors choose Regina because it's clean, green, lively, friendly, affordable and fun!
- **Sustainable** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.

- **Harmony** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **Opportunity** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound.

Design Regina provides Regina with a roadmap for change that will enable the City to realize its Vision.

## Community Priorities

Early in the Design Regina process, the public was asked to identify a set of Community Priorities that draw on the City's Vision and provide direction for the goals and policies contained in this Plan:

### Develop complete neighbourhoods

Create safe and *inclusive* neighbourhoods that are easy to get around and that have a mix of housing choices, amenities, and services. Community input will drive a proactive approach to city planning.

### Embrace and invest in arts, culture, *historic places*, sport and recreation

Enhance *quality of life*, community identity and pride by supporting heritage conservation, arts, culture and four-season sport and recreation activities which will foster community vibrancy and cohesiveness.

### Support the availability of diverse housing options

Support a variety of housing choices to ensure people from all walks and stages of life are welcomed to live in Regina.

### Create better, more active ways of getting around

Make it easier for people of all abilities to travel by investing in public transit in appropriate locations and planning for all active forms of transportation. This includes providing access routes so all people can more easily travel from home to work and to other destinations.

**Promote conservation, stewardship and environmental sustainability**

Reduce the city's environmental footprint; prioritize the conservation of land, water, and energy; and embrace new operational measures, such as leading practices for waste management.

**Achieve long-term financial viability**

Spend money wisely to ensure the City's ability to manage its services and amenities both now and in the future. This includes considering the full costs of operating before committing to projects or services and to search out new ways to generate revenue to ensure the City has the financial resources to meet customers' needs.

**Foster economic prosperity**

Support a vibrant and diverse economy that provides opportunities for residents to prosper and Regina to flourish.

**Optimize regional cooperation**

Work cooperatively with surrounding municipalities, agencies, levels of government and other stakeholders to determine and evaluate opportunities to collaborate to plan for and potentially deliver services regionally.



The Community Priorities draw on the City's Vision and provide direction for the goals and policies contained in this Plan.

**Fostering the Development of a Sustainable Community**

In 2011, Council adopted the following definition of sustainability for Regina:

*Regina aims to be a sustainable four-season community that meets its current needs without compromising the needs and quality of life of future generations.*

A new generation of decision-making based on this Plan will significantly influence the long-term sustainability of the City. Directed by the Vision and Community Priorities, this Plan will enhance sustainability of the city through integration of future decision-making, including:

- financial policies that foster long-term financial integrity for the City of Regina;
- cross-cutting policies and governance structures that ensure the implications of decision-making are considered between topic areas;
- policies that increase choice to enable residents to act in more sustainable ways by providing residents with additional programming, living and mobility options;
- implementation policies that direct the development of a monitoring program to track progress over time and to trigger where refinements are required to better meet the goals of this Plan; and
- a requirement that other city plans, guidelines and activities be consistent with this Plan, connecting sustainable aspirations to day-to-day operational activities.

## How to Read this Plan

The Plan contains Financial Policies and a Growth Plan, which are the City's primary reference tools for guiding growth, development, and change. It also contains corresponding Citywide Policy that provides an additional level of detail on culture, land use, infrastructure, and other key elements important to building a solid and sustainable future for the city. References in this Plan to "City" relate to the municipal government of the City of Regina and "city" means the urban area of Regina.

This Plan should be read in its entirety as matters in one section apply to others. The topic sections and policies within these sections are not listed in order of priority.

This Plan is comprised of policies, maps, definitions, figures and appendices:

- Key terminology is *italicized* and defined in the Definitions section of the Plan. The exception is provincial documents referenced in this Plan (i.e. *The Planning and Development Act, 2007, The Cities Act, Saskatchewan Plan for Growth, The Statements of Provincial Interest Regulations* and others), which are italicized but not defined.
- Map features which relate to policies are CAPITALIZED and are explained in the Definitions section.
- Other map features which do not relate to policy but convey information useful to the reader for contextual purposes are not defined (e.g. railways).
- Policies are contained within sections B through E and provide direction for development of the city;
- Maps will guide planning and development decisions and conceptually illustrate spatial application of policies contained in this Plan; and
- Appendices provide supplemental information except when referenced directly in the policy.

This Plan was developed in accordance with *The Planning and Development Act, 2007* (as amended), which provides a basis for orderly development in municipalities. *The*

*Statements of Provincial Interest Regulations* of the Province of Saskatchewan provide additional policy direction to guide provincial and municipal planning decisions as well as the development of sustainable communities. This Plan should be read in conjunction with the *Act* and the applicable *Statements of Provincial Interest Regulations*.

## Policy Interpretation

In the interpretation of the policies within this Plan, the word "shall" means mandatory compliance. "Should" policy statements demonstrate that compliance is encouraged and recommended. However, "should" statements may not always be practical and flexibility is provided in such circumstances. "May" statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

## Plan Coordination

City policies, standards, and bylaws will be updated over time to conform to this Plan.

This Plan will prevail where there is a conflict with other City planning documents, including policies, standards, and bylaws.

Other policies, standards and bylaws of immediate relevance to the effective implementation of this Plan include:

- Community Investment Program
- Comprehensive Housing Strategy
- Development Standards Manual
- Open Space Management Strategy
- Recreation Facility Plan 2010-2020
- Regina Urban Forest Management Strategy
- Regina Zoning Bylaw
- Servicing Agreement and Development Levy Standard Conditions
- Standard Construction Specifications Manual
- Subdivision Bylaw
- Transit Investment Plan
- Wascana Creek Source Water Protection Plan
- Water and Sewer Bylaw
- Winter Road Maintenance Policy

This list is not exhaustive and other bylaws, policies, strategies, guidelines and plans of the City will play an important role in implementation. In addition, this Plan will require that more detailed strategies be prepared. The City of Regina will consider the development of these and other strategies as part of its ongoing strategic planning.

## Strategic Framework

The OCP is a long-term plan for how Regina will grow and develop over time to achieve the Vision. The Community Priorities, goals and policies direct how we will move towards that Vision in the coming years. The Plan is transformational, and therefore requires careful consideration in terms of action planning and staging.

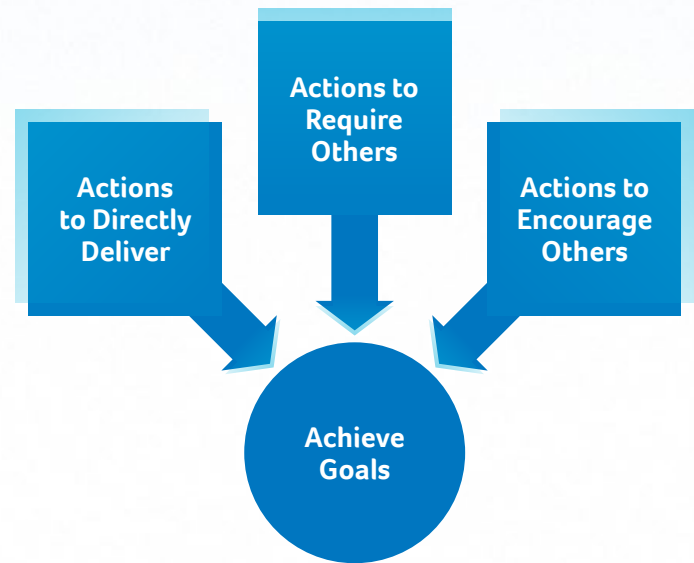
### Role Clarity

This Plan recognizes that the City of Regina alone cannot achieve the goals and policies. It will require the commitment of many partners and stakeholders. However, as a bylaw and policy framework for the City, the Plan must delineate the City's obligations and its role in achieving the policies. At its simplest, the City can take one of three different types of action:

- Directly deliver programs and services;
- Require others to deliver through regulations and bylaws; or
- Encourage others to deliver through incentives, policies, and partnerships.

The policies have been structured so that their language will clarify the role of the City of Regina in achieving the goals of Design Regina.

FIGURE 1: IMPLEMENTATION FRAMEWORK



### Staging

This Plan will include short-, medium- and long-term actions. As such, the Plan will be implemented in manageable pieces to enable its success, establishing what should happen first to set the stage for future actions as well as considering corporate capacity and financial viability.

The Plan is a living, dynamic document, one that enables the City to make adjustments in order to meet changing needs of the community. Some of these adjustments will occur as part of the regular reviewing and monitoring, but amendments may also be made as required throughout the Plan's implementation.













SECTION B

# Financial Policies



## SECTION B

# Financial Policies

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITY:

- Achieving long-term financial viability.

Reginans who participated in the engagement processes of Design Regina identified the desire to “achieve long-term financial viability” as a Community Priority. The City must spend money wisely to ensure that it can continue to manage its services and amenities both now and in the future. This includes considering the full cost to the City and taxpayers, over the total life of the asset before committing to new projects or services and to search out new ways to generate revenue to ensure that the City has the financial resources to meet residents’ needs now and in the future.

The financial principles and policies provide a framework within which all other policies in this Plan should be understood. They are the foundation of how Regina intends to move forward.

## Goal 1 – Financial Principles

**Use a consistent approach to funding the operation of the City of Regina.**

- 1.1 Allocate the cost of delivering programs and services based on the following principles, which shall be referred to as the benefits model:
  - 1.1.1 Where the benefits of a program or service are city-wide and shared collectively among numerous beneficiaries, the costs are to be paid for by the general revenues of the City of Regina;
  - 1.1.2 Where the benefits of a program or service are directly attributable to specific beneficiaries, the costs are to be paid through user fees or other similar charges; and
  - 1.1.3 Where some of the benefits of a program or service are city-wide and some of the benefits are directly attributable to specific beneficiaries, the costs are to be paid for by a combination of general revenues of the City of Regina and user fees or other similar charges.
- 1.2 Consider, except where prohibited by *The Cities Act* or other regulations, and where appropriate, establishing user fees and other similar charges in excess of full cost recovery for the program or service to which the fees apply. Such resources shall be considered general revenues for the payment of costs associated with public benefits that are shared city-wide.



## Goal 2 – Sustainable Services and Amenities

**Ensure that City of Regina services and amenities are financially sustainable.**

- 1.3 Optimize the use of existing services/amenities:
  - 1.3.1 Establish an asset management framework and program;
  - 1.3.2 Provide affordable and cost-effective services and amenities in accordance with available financial resources and capabilities; and
  - 1.3.3 Require that new development meets City standards for infrastructure servicing, and require the development proponent to provide any upgrades necessary as a result of the new development.
- 1.4 Develop infrastructure in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods.
- 1.5 Provide infrastructure that meets expected growth and service levels, in accordance with financial resources and capabilities.

## Goal 3 – Financial Planning

**Ensure the sustainability of the City by understanding and planning for the full cost of capital investments, programs and services in advance of development approval and capital procurement.**

### Capital Budgeting

- 1.6 Make decisions on capital investment based on an understanding of the strategic priorities of the City and overall fiscal limitations.
- 1.7 Align capital development plans with the policies of this Plan:
  - 1.7.1 Coordinate capital plans with phasing of growth and development in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods;
  - 1.7.2 Update capital plans annually to account for changes in the timing and location of development;
  - 1.7.3 Identify and evaluate each capital project in terms of the following, including but not limited to:
    - Costs;
    - Timing and phasing in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods;
    - Funding sources;
    - Growth-related components;
    - Required financing and debt servicing costs;
    - Long-term costs, including operations, maintenance and asset rehabilitation costs;
    - Capacity to deliver; and
    - Alternative service delivery and procurement options.
  - 1.7.4 Identify a range of applicable funding sources over the lifecycle of an asset.

- 1.8 Consider the following prioritization in developing capital investment plans:

- 1.8.1 Supporting INTENSIFICATION AREAS;
- 1.8.2 Completing BUILT OR APPROVED NEIGHBOURHOODS; and
- 1.8.3 Developing NEW NEIGHBOURHOODS.

### Development Approvals

- 1.9 Ensure decision-making on development applications considers the City's financial and infrastructure capacities.
- 1.10 Consider requiring fiscal impact analyses for development proposals that have the potential to have an impact on the City's ability to achieve the goals of this Plan.
- 1.11 Require the inclusion of the following in fiscal impact analyses:
- 1.11.1 Capital and operating cost impacts, including the cost of financing and repaying debt associated with the development, if required;
  - 1.11.2 Tax, Servicing Agreement Fees, Development Levy, and utility rate impacts; and
  - 1.11.3 Any identifiable qualitative impacts.
- 1.12 Ensure all agreements required to provide infrastructure, including financial and development agreements, are in place prior to proceeding with development.

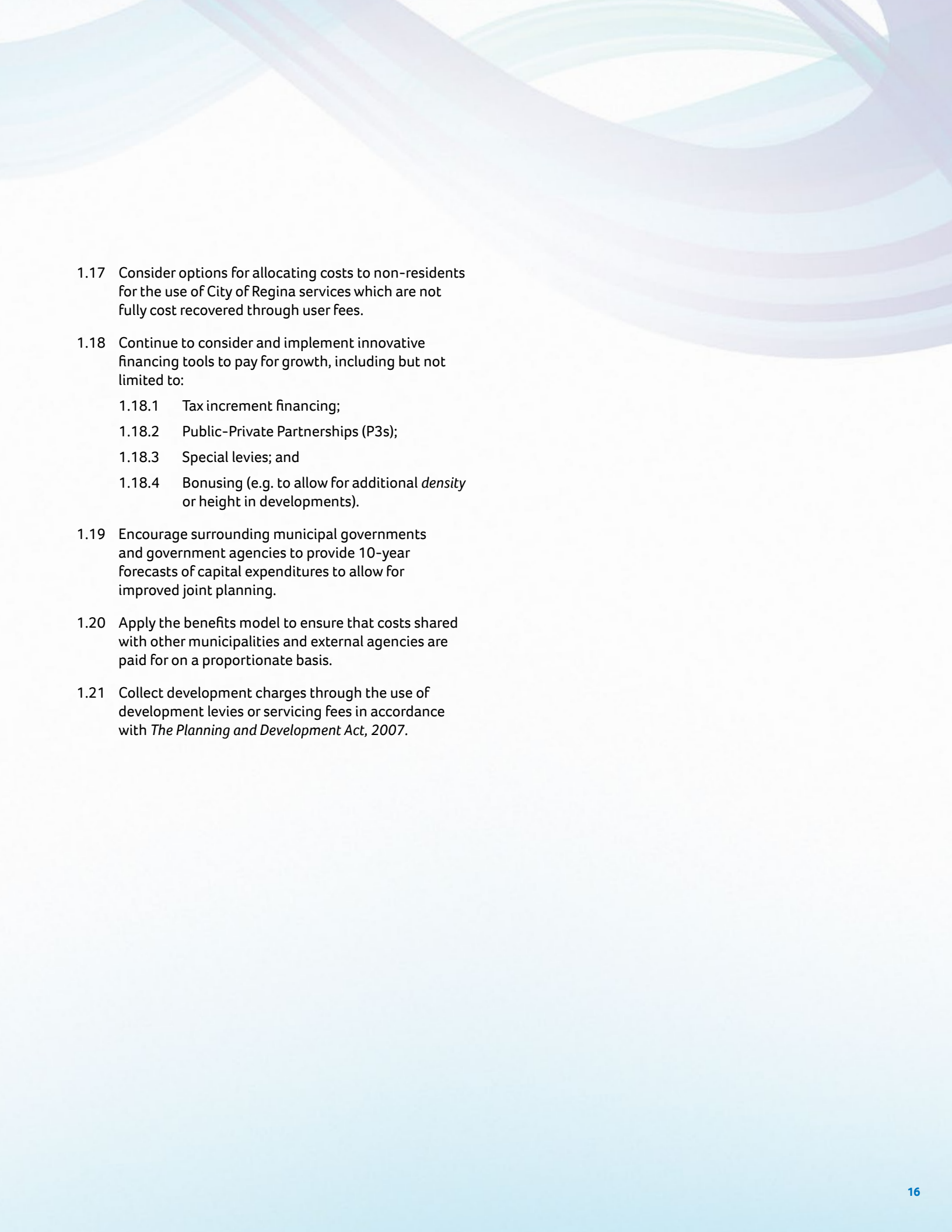
### Financial Incentives

- 1.13 Ensure the financial sustainability and return on investment of financial incentives designed to further the goals and objectives of this Plan.

## Goal 4 – Revenue Sources

### Ensure revenue growth and sustainability.

- 1.14 Work with other levels of government to:
- 1.14.1 Secure sustainable sources of municipal funding for both capital and operating needs of the City;
  - 1.14.2 Identify major growth-related capital works that require Provincial/Federal direct investment; and
  - 1.14.3 Revise funding formulas for grants and other contributions relating to growth.
- 1.15 Advocate for revisions to *The Cities Act*, *The Planning and Development Act*, 2007 (as amended), and other relevant legislation and regulations to expand the authority of the City of Regina to collect revenues.
- 1.16 Ensure that growth pays for growth by:
- 1.16.1 Ensuring Service Agreement Fees charges are based on *full capital cost*;
  - 1.16.2 Regularly reviewing the rate and rate structure for Service Agreement Fees;
  - 1.16.3 Reviewing the areas to which Service Agreement Fees apply, including the possibility of fees varying with location, *density* and use as necessary, except where specific and deliberate subsidies are approved to support public benefits;
  - 1.16.4 Aligning the City's development fees, property taxes and other charges with the policies and intent of this Plan; and
  - 1.16.5 Achieving a balance of employment and residential lands.

- 
- 1.17 Consider options for allocating costs to non-residents for the use of City of Regina services which are not fully cost recovered through user fees.
  - 1.18 Continue to consider and implement innovative financing tools to pay for growth, including but not limited to:
    - 1.18.1 Tax increment financing;
    - 1.18.2 Public-Private Partnerships (P3s);
    - 1.18.3 Special levies; and
    - 1.18.4 Bonusing (e.g. to allow for additional *density* or height in developments).
  - 1.19 Encourage surrounding municipal governments and government agencies to provide 10-year forecasts of capital expenditures to allow for improved joint planning.
  - 1.20 Apply the benefits model to ensure that costs shared with other municipalities and external agencies are paid for on a proportionate basis.
  - 1.21 Collect development charges through the use of development levies or servicing fees in accordance with *The Planning and Development Act, 2007*.









SECTION C

# Growth Plan



## SECTION C

# Growth Plan

## THIS SECTION LINKS TO ALL COMMUNITY PRIORITIES

Regina has grown concentrically from the *Downtown*, resulting in a classic urban form. The *Downtown* is located at the centre of the city, with mature neighbourhoods immediately surrounding it and peripheral neighbourhoods distributed equidistant from it. Key *urban corridors* that contain most of the city's commercial development radiate from the centre following the grid pattern of land division, the system according to which the original city was planned, and that continue to link Regina to the rural municipalities located beyond its city limits. The city clearly contrasts its prairie surroundings, and has a well-defined edge and a prominent skyline.

One of the most significant form-makers in Regina's growth has been the Wascana Creek, which runs from southeast to northwest across the city, the Creek's tributaries and valleys, Wascana Park, and Wascana Lake. Other significant features of Regina include: the multiple railways, which tend to follow the natural topography; industrial lands located primarily in the northeast quadrant of the city; the Regina International Airport located in the southwest quadrant of the city; and a series of highway corridors that link Regina with other provincial cities beyond its region.

A series of notable City Plans and initiatives have influenced Regina's form and character. This Plan aims to ensure that these key characteristics are preserved and extended as the city continues to grow outwards and *intensify* or redevelop within. Therefore, the Plan seeks to ensure that urban growth is orderly and controlled, and that existing neighbourhoods as well as the city's primary corridors and centres are strengthened. The *Downtown* will continue to serve as the primary employment, civic and cultural hub of the city; however, as the city expands, new centres will emerge, providing amenities and services to residents.

## Goal 1 – Long-Term Growth

**Ensure that sufficient developable land is protected for future city growth.**

- 2.1 Endeavor to ensure that lands contained within the LONG-TERM GROWTH AREA (500K) are protected over the long term to accommodate a city population of 500,000, as conceptually shown on Map 1 – Growth Plan.
- 2.2 Direct future growth as either *intensification* on or *expansion* into lands designated to accommodate a population of approximately 300,000, in accordance with Map 1 – Growth Plan.
- 2.3 Direct at least 30% of new population to existing urban areas as the City's *intensification* target:
  - 2.3.1 Review the *intensification* target every five years.
  - 2.3.2 Monitor *intensification* based on Map 1c – Intensification Boundary and Areas.

## Goal 2 – Efficient Servicing

**Maximize the efficient use of existing and new infrastructure.**

- 2.4 Make use of residual capacity of infrastructure in existing urban areas.
- 2.5 Develop compact and contiguous neighbourhoods.
- 2.6 Phase and stage development in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods.



### Goal 3 – Intensification

**Enhance the city's urban form through intensification and redevelopment of existing built-up areas.**

- 2.7 Direct future higher *density intensification* to the CITY CENTRE, existing URBAN CENTRES and CORRIDORS and adjacent INTENSIFICATION AREAS where an adequate level of service and appropriate intensity and land use can be provided.
- 2.8 Require *intensification* in BUILT OR APPROVED NEIGHBOURHOODS to be compatible with the existing built form and servicing capacity.
- 2.9 Direct at least 10,000 new residents to the CITY CENTRE, which will accommodate the city's highest population and employment densities.
- 2.10 Prepare an *intensification* development strategy, which addresses the following:
  - 2.10.1 Priority areas for *intensification* within areas identified in Policy 2.7 and 2.8;
  - 2.10.2 Potential obstacles to *intensification* and strategies to overcome them;
  - 2.10.3 Incentives for encouraging *intensification* development;
  - 2.10.4 Regulations and guidelines for undertaking the planning and design of *intensification* sites;
  - 2.10.5 Considerations for various types of *intensification* sites, including but not limited to former school sites, *brownfield* redevelopment sites, and CITY CENTRE sites;
  - 2.10.6 Guidelines for determining compatible *urban design*, appropriate built forms, densities, and design controls;
  - 2.10.7 Guidelines for future *intensification* of NEW NEIGHBOURHOODS; and
  - 2.10.8 Other matters, as required by the City.

### Goal 4 – New Neighbourhoods and Employment Areas

**Ensure that new neighbourhoods and employment areas maximize infrastructure investments and quality of life through a compact and integrated built form.**

- 2.11 Require NEW NEIGHBOURHOODS, as identified on Map 1 – Growth Plan, to:
  - 2.11.1 Be designed and planned as *complete neighbourhoods* in accordance with Policy 7.1; and
  - 2.11.2 Achieve a minimum gross population density of 50 persons per hectare (pph).
- 2.11A City Council may, at its discretion, waive any or all of the requirements of Policy 2.11 where it can be demonstrated through a secondary plan or concept plan that achieving the density target and *complete neighbourhoods'* policies would be challenging due to unique circumstances (i.e. smaller scale development areas that lack connection to transit and other local services or amenities).
- 2.12 NEW NEIGHBOURHOODS and NEW EMPLOYMENT AREAS shall:
  - 2.12.1 Be developed in accordance with the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b – Phasing of New Neighbourhoods; and
  - 2.12.2 Be subject to an approved secondary plan or concept plan.

#### ***Intensify/intensification:***

*Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.*

2.13 Amend Map 1 – Growth Plan and related policies if necessary to correspond to the final alignment of the provincial highway bypass to comprehensively plan development in the southeast.

2.14 Permit the development of lands designated as SPECIAL STUDY AREAS, as shown on Map 1 – Growth Plan, in accordance with Policy 2.15, where it can be demonstrated, to the City’s satisfaction, that:

- 2.14.1 The extent to which development can proceed using capacity in existing infrastructure without significant upgrades being required;
- 2.14.2 Any proposed new infrastructure supports planned long-term growth and can be provided in the financial best interest of the City of Regina from a life cycle cost perspective;
- 2.14.3 The area can be developed in such a way so as to permit ready integration with future planned development and, where applicable, existing neighbourhoods;
- 2.14.4 Impacts on the existing community, BUILT OR APPROVED NEIGHBOURHOODS, or other recommended development associated with the 300,000 population are minimal; and
- 2.14.5 The proposed development conforms to the policies of this Plan.

2.15 Ensure that the development of lands shown as SPECIAL STUDY AREA, as shown on Map 1 – Growth Plan, is subject to the following requirements:

- 2.15.1 Only 120 hectares of the lands designated as SPECIAL STUDY AREA which are located within the southwest part of the City, as shown on Map 1 – Growth Plan, may be considered for development; however, the City may consider allowing additional land to be developed following the substantial build-out of the initial 120 hectares, in accordance with Policy 2.14; and
- 2.15.2 As a prerequisite for rezoning and development, a secondary plan or concept plan may be required, at the City’s discretion, provided the criteria listed in Policy 2.14 has been met to the City’s satisfaction.

### **Special Study Area:**

*An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.*













SECTION D

# Citywide Policies







## SECTION D

# Citywide Policies

**THIS SECTION PROVIDES POLICY DIRECTION  
BY TOPIC AREA:**

**D1: Regional Context**

**D2: Environment**

**D3: Transportation**

**D4: Infrastructure**

**D5: Land Use and Built Environment**

**D6: Housing**

**D7: Parks, Recreation and Open Space**

**D8: Culture**

**D9: Health and Safety**

**D10: Economic Development**

**D11: Social Development**

Please note that there is cross over between topics and the previous sections so reading the Plan in its entirety is encouraged.



## SECTION D1

# Regional Context

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Create better, more active ways of getting around;
- Promote conservation, stewardship, and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The Regina region will continue to change as people, attracted by economic, environmental, social and cultural opportunities, move into the area. As the capital city of the province and a centre for commerce, trade and services, Regina acts as an anchor for growth and development in the region as a whole (see Map 2 – Regina Census Metropolitan Area for context).

The growth of Saskatchewan's economy requires a fresh approach to planning, and the City is committed to working with neighbouring municipalities to support the provincial government's *Saskatchewan Plan for Growth* and *The Statements of Provincial Interest Regulations*. Both provincial documents prioritize the need for inter-municipal cooperation facilitating strong partnerships, joint infrastructure where appropriate, and coordinated development.

As the region continues to grow, developers and other land users (residential, industrial, commercial, etc) will place additional demand on land and services. Sound regional planning in collaboration with the City's neighbours and partners will ensure the orderly and sustainable development of the region. Some key challenges that might benefit from collaborative approaches include the management of

regional transportation, provision of core utility services, development of the economy, and coordination of regional ecological assets.

## Goal 1 – Support Regional Growth

**Support a more sustainable and beneficial approach to growth within the region through collaborative regional planning and service delivery.**

- 3.1 Collaborate with regional partners to:
  - 3.1.1 Identify regional growth nodes and corridors and compatible land uses for each;
  - 3.1.2 Establish development forms that support the sustainable use of infrastructure; and
  - 3.1.3 Promote lands for housing and employment that support regional industry and investment.
- 3.2 Work with regional partners to explore strategic planning initiatives, including but not limited to:
  - 3.2.1 An integrated servicing strategy that may include cost-sharing models, corresponding service levels, and performance outcomes for long-term views;
  - 3.2.2 Regional economic strategies;
  - 3.2.3 Regional health, safety and *food security* strategies;
  - 3.2.4 Regional open space and recreational strategies; and
  - 3.2.5 Sharing of knowledge, staff resources, and other measures in support of the above strategies.

## Goal 2 – Transportation

**Support regional economic growth through an effective and efficient transportation system.**

- 3.3 Work with surrounding municipalities, the Province and other regional partners as necessary to ensure the efficient movement of people and goods within the region.
- 3.4 Participate in the development of a regional transportation plan.



- 3.5 Work with the Province, surrounding municipalities and other regional partners as necessary to identify roads, or corridors for future road development, of common interest that should be protected.
- 3.6 Participate where necessary in defining the location and accommodation of key transportation infrastructure associated with the effective movement of goods within the region in partnership with the Province, surrounding municipalities, and the Global Transportation Hub Authority.
- 3.7 Encourage the Province to upgrade *strategic goods routes* and commuter routes that serve the region.
- 3.8 Explore the opportunity and feasibility with regional partners of future regional transit connections.
- 3.10 The RM and the City acknowledge the current future growth intentions of each other as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions and agree to manage their municipal development in a way that is consistent and respects such intentions unless it is agreed that regional interests require revision of those intentions.
- 3.11 Require development within the city to address the impacts on the adjacent road network in the RM where applicable.
- 3.12 Require that where a proposed development will result in the need to upgrade existing, or to develop new, transportation infrastructure, in either the City or the RM, the associated costs shall be borne by the development proponent through a formal agreement with the relevant jurisdiction (e.g. City or RM), excepting situations where City Council or the RM, at its discretion, agrees to cost sharing for infrastructure.

### Goal 3 – Joint Planning Area

#### **Promote sustainable growth and development patterns for the City with the Rural Municipality of Sherwood (RM) through effective joint planning.**

- 3.9 The JOINT PLANNING AREA, as depicted on Map 3 – Regional Policy Context, provides a transition between the vacant lands in the city and RM that will transition to urban development over time. The RM and the City will collaborate where possible, particularly on the future of the City's aspirations for urban growth outside the city, and potential future land use conflict inside the city, to clearly define and differentiate future growth and future required urban land contained within the JOINT PLANNING AREA. The objectives are:
  - 3.9.1 Work within the *Memorandum of Understanding (MOU) framework* to facilitate and manage development, land use, sharing of services and policies of mutual benefit to the RM and the City;
  - 3.9.2 Strengthen lines of communication between the RM and City in addressing issues for mutual benefit;
  - 3.9.3 Minimize potential land-use conflicts in the JOINT PLANNING AREA ; and
  - 3.9.4 Facilitate growth and sustainable development.
- 3.13 Work with the RM towards mutually beneficial planning of REGIONAL GATEWAYS and major entrance points to Regina conceptually shown on Map 3 – Regional Policy Context to reinforce Regina's identification as the capital city of Saskatchewan.
- 3.14 Enhance the design and appearance of REGIONAL GATEWAYS and major entrance points to Regina that are well-defined and emphasized through landscaping and wayfinding.
- 3.15 The development review process for land within the JOINT PLANNING AREA shall follow the process outlined in the *MOU framework*, through the committees as identified in the *MOU framework*, and processes as required by *The Planning and Development Act, 2007* (as amended) or any other applicable Acts and as follows:
  - 3.15.1 Refer all subdivision, zoning amendment, discretionary use, and road closure applications, as well as draft land use policies and proposed amendments to this Plan, within the JOINT PLANNING AREA to the RM for their comment;
  - 3.15.2 Consult the RM prior to adoption of concept plans and secondary plans for new development within the JOINT PLANNING AREA;

- 3.15.3 Allow 30 days from the circulation date for written responses to be submitted unless otherwise negotiated. If no response is received within 30 days of the circulation date the response may be considered as “no objection/ no comment; and
- 3.15.4 Submit any relevant planning studies and non-planning studies within the JOINT PLANNING AREA to the RM.
- 3.16 The Sherwood-Regina Administrative and Technical Committee (SRATC) is the joint administrative and technical committee to address and collaborate on larger regional issues and policy matters, in accordance with the *MOU framework*. The SRATC will undertake the following efforts to support their review of development in the JOINT PLANNING AREA:
  - 3.16.1 Explore a variety of planning, development, and finance tools to manage change in the JOINT PLANNING AREA, such as:
    - 3.16.1.1 Concept/secondary plans;
    - 3.16.1.2 Inter-municipal servicing agreements;
    - 3.16.1.3 Inter-municipal planning processes;
    - 3.16.1.4 Revenue sharing; and
    - 3.16.1.5 Development standards and design guidelines to guide development areas where future intensification and urban servicing is anticipated.
  - 3.16.2 Draft a document listing the basic requirements for a complete concept/ secondary plan that may be required for new development in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion. Requirements should include and not be limited to:
    - 3.16.2.1 Transportation;
    - 3.16.2.2 Servicing strategy;
    - 3.16.2.3 Community needs assessment;
    - 3.16.2.4 General use of land; and
    - 3.16.2.5 Stakeholder engagement.
  - 3.16.3 Manage the changes of use of land such that they do not impinge on the long term growth objectives of the City, as described in this Plan, and are in keeping with the overall intent of the RM OCP including:
    - 3.16.3.1 Agriculture and Small Lot Agriculture uses, including related home occupations and discretionary uses;
    - 3.16.3.2 Diversification of agricultural production and more intensive agricultural practices, including organic farming, value-added processing and points of sale, farm-related tourism and other agricultural activities that benefit from the proximity to the city; and
    - 3.16.3.3 Other employment, residential, and mix of uses as described in the RM OCP.



- 3.16.4 Notwithstanding the above, the following developments are not to be permitted in the JOINT PLANNING AREA:
- 3.16.4.1 Intensive livestock operations; and
  - 3.16.4.2 Natural resource extraction.
- 3.16.5 Draft a document listing the standard submission requirements for new development applications in the JOINT PLANNING AREA and either municipality can require additional information for developments within their individual jurisdictions at their discretion.
- 3.16.6 Identify and protect future road corridors in the JOINT PLANNING AREA.
- 3.16.7 Identify *Special Servicing Areas* that correspond to strategic nodes and corridors in the JOINT PLANNING AREA.
- 3.16.8 Development served by City infrastructure will be complementary to development within the city limits. The SRATC will prepare a set of valuation criteria to determine development that qualifies for City services in the *Special Servicing Areas*. The criteria will address at minimum the following:
- 3.16.8.1 Define complementary development;
  - 3.16.8.2 Allocation of available capacity; and
  - 3.16.8.3 Use of concept planning processes.
- 3.16.9 In the interim, while valuation criteria are being established in accordance with policy 3.16.8, the City's Extra-Municipal Servicing Policy will be used to accommodate development.
- 3.16.10 Develop servicing standards for development in the JOINT PLANNING AREA that are compatible with the City standards, including:
- 3.16.10.1 Roads;
  - 3.16.10.2 Water; and
  - 3.16.10.3 Wastewater, including strategies for hauled liquid waste.
- 3.17 The RM and the City agree and see the benefit of development in the COLLABORATIVE PLANNING AREA (as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions). This area represents unique challenges and opportunities that would best be met by innovative approaches that could serve as a model for future inter-municipal collaboration.
- The intent of the work in this area is to achieve development that reflects the highest and best use of land over the long term that mutually benefits both municipalities and the region.
- 3.17.1 The RM and the City will work together to prepare a concept/secondary plan for the COLLABORATIVE PLANNING AREA as shown on Map 1a – RM of Sherwood – City of Regina Growth Intentions guided by the following principles:
- 3.17.1.1 The Plan results in the coordination of use of land;
  - 3.17.1.2 The Plan coordinates the efficient and effective servicing and transportation connections for the RM, City and Region;
  - 3.17.1.3 The Plan will support economic development opportunities that benefit each municipality and the region; and
  - 3.17.1.4 The Planning process will incorporate the spirit of the inter-municipal process outlined in the *MOU framework*.

- 3.17.2 The secondary plan will address<sup>1</sup>, unless agreed to be waived by the RM and City, the following:
- 3.17.2.1 Land Use Planning;
  - 3.17.2.2 Transportation networks;
  - 3.17.2.3 Servicing;
  - 3.17.2.4 Tax revenue sharing;
  - 3.17.2.5 Capital/Recreational funding;
  - 3.17.2.6 Phasing of development; and
  - 3.17.2.7 Any other matters as the RM and the City see fit.
- 3.17.3 The RM and the City acknowledge the advanced plans for section 33 and will encourage but not require the landowners to participate in the COLLABORATIVE PLANNING AREA planning process.
- 3.17.4 The RM and the City acknowledge their intentions to make all critical decisions by consensus and any unilateral decision making in the COLLABORATIVE PLANNING AREA is undesirable, even if the formal authority of either party may allow for such decision.
- 3.17.5 The RM and the City agree that as the functioning of the COLLABORATIVE PLANNING AREA develops, they will examine new models of governance that may fit the needs of the COLLABORATIVE PLANNING AREA better.

- 3.18 The JOINT PLANNING AREA boundary is fluid and is subject to change over time through the *MOU framework* process.
- 3.19 Future expansion and annexation by the City of Regina of lands within the JOINT PLANNING AREA should be phased to allow for transitional development in the interim if such development is mutually beneficial to the City of Regina and the RM, and meets the overall intent of this Plan.

## Goal 4 – Connected Natural System

**Partner with surrounding municipalities and other regional partners to connect the city to a regional linked system of continuous natural areas and corridors.**

- 3.20 Partner with surrounding municipalities and other stakeholders in preparing a regional NATURAL SYSTEM management plan that will:
- 3.20.1 Define, implement and monitor an *ecosystems-based approach* to regional environmental protection;
  - 3.20.2 Identify compatible land uses and design guidelines to guide development within or adjacent to the regional NATURAL SYSTEM;
  - 3.20.3 Identify environmental conservation measures to protect the regional NATURAL SYSTEM;
  - 3.20.4 Identify a regional trail and recreation system connected to the POTENTIAL OPEN SPACE CONNECTIONS; and
  - 3.20.5 Identify and monitor source water protection areas consistent with provincial initiatives.
- 3.21 Provide natural and open space connections to the regional NATURAL SYSTEM with an emphasis on enhancing connections to primary entrances or REGIONAL GATEWAYS to the city, significant landscapes, and major institutions.

<sup>1</sup> Note: in the context of 3.17.2, “address” shall mean that attention will be given to, and efforts will be made to provide policy direction for each of the items listed in the policy. “Address” does not mean resolution of the issue is required. At a minimum, a listed item will be deemed “addressed” by including a written explanation of the discussion in the text of the concept/secondary plan.





## SECTION D2

# Environment

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Optimize regional cooperation.

Regina is recognized for its beautiful trees, clean air, expansive prairie views, and the spectacular *Wascana Centre*, one of the largest urban *parks* in North America and home to a migratory bird sanctuary. Citizens of Regina place high value on the lake, *wetlands*, creeks, and trees within the urban area.

As the city continues to grow, it will face environmental challenges related to its expanding ecological and carbon footprint, and the corresponding impacts on human and environmental health. The City needs to plan for and adapt to environmental change by ensuring sustainable city-building. Regina's environmental sustainability management includes the City's stewardship and enhancement of the *natural system* that underpin Regina's development.

The City plays a role in the protection of its *natural system*, which is essential to the ongoing health and vitality of the city; this includes the city's critical *habitat areas*, surface and groundwater, landscapes, air quality and *urban forests*. Understanding and continually improving and enhancing the connections between the built and natural environment will move Regina towards a more sustainable and healthy future.

## Goal 1 – Natural System

**Maintain, restore and enhance Regina's natural system and biodiversity.**

- 4.1 Maintain and enhance the NATURAL SYSTEM conceptually identified on Map 4 – Environment, including but not limited to the:
  - 4.1.1 Protection and rehabilitation of NATURAL AREAS from a “no net loss” perspective, using, wherever possible, native plant species and naturalization methods;
  - 4.1.2 Provision of sufficient *vegetated buffers* on the banks of STREAMS, WETLANDS and WATERBODIES;
  - 4.1.3 Preservation of the FLOODPLAIN (i.e. floodway and flood fringe); and
  - 4.1.4 Creation of high-quality, well-connected NATURAL CORRIDORS and NATURALIZED CORRIDORS to enhance biodiversity and facilitate species migration and movement.
- 4.2 Restore beds and shores of STREAMS throughout the city to a naturalized state, where appropriate.
- 4.3 Restore, protect, enhance and expand the diversity of species and ecosystem types within the NATURAL SYSTEM, including habitat protection for all rare species or species at risk.
- 4.4 Require an *ecological assessment* for all new development, where appropriate, that identifies the following:
  - 4.4.1 The location of the NATURAL SYSTEM, species, ecologically sensitive areas, hazard lands, contaminated lands, features, buffers, and development limits; and
  - 4.4.2 Mitigation and protection strategies related to an *ecological assessment*, as appropriate.
- 4.5 Work with the Wascana Centre Authority to protect and enhance the WASCANA CENTRE and its public open space features, WATERBODIES and HABITAT AREAS.
- 4.6 Integrate environmental conservation efforts with the surrounding municipalities and the Province.



## Goal 2 – Urban Forest

**Protect, promote and expand Regina's urban forest and street tree canopy.**

- 4.7 Maintain and continually expand a healthy and diverse urban *tree canopy* to improve air quality, increase carbon sequestration, reduce heat island effect and enhance the aesthetic character of the city by:
  - 4.7.1 Increasing the *urban forest* to one tree per person in public spaces;
  - 4.7.2 Requiring appropriate street tree plantings and landscaping in all development and other infrastructure projects;
  - 4.7.3 Requiring drought- and/or flood-tolerant shrubs and trees with low water requirements in landscape design where appropriate;
  - 4.7.4 Requiring tree conservation strategies for construction of new development, redevelopment and *intensification* projects;
  - 4.7.5 Encouraging and developing forest strategies in commercial and industrial areas; and
  - 4.7.6 Encourage private tree planting on residential lots.

### **Natural System:**

*Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.*

## Goal 3 – Water Protection

**Maintain the integrity of Regina's aquifers, surface and groundwater resources.**

- 4.8 Develop strategies to protect the quality and quantity of surface and ground water resources from contamination and impacts.
- 4.9 Work with stakeholders to establish an AQUIFER management framework that protects AQUIFER water quality.
- 4.10 Minimize the impacts of current and future urban land development and land use on water quality and sedimentation rates in city STREAMS and WATERBODIES.
- 4.11 Work with the province and other stakeholders to develop and update an inventory and assessment of the status of surface water and watersheds.
- 4.12 Implement an integrated watershed planning approach to deal effectively with relationships between land use, water quality management, and water supplies.
- 4.13 Work with stakeholders to protect the City of Regina's primary and secondary water sources to ensure they are not compromised by new development or other impacts.

## Goal 4 – Resiliency

**Build a resilient city and minimize Regina's contributions to climate change.**

- 4.14 Work with stakeholders to:
  - 4.14.1 Promote more energy-efficient new construction;
  - 4.14.2 Improve Regina's air quality, including reduction of corporate and community greenhouse gas (GHG) emissions;
  - 4.14.3 Monitor changes in climate and its impact on the city, and develop mitigation strategies;
  - 4.14.4 Encourage green building design; and
  - 4.14.5 Encourage the reduction of greenhouse gas emissions through the use of alternative energy sources.

## SECTION D3

# Transportation

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The way people move around Regina contributes greatly to *quality of life* and how the city grows. This in turn defines daily commutes and provides opportunities for living, working, and leisure. Mobility patterns will undoubtedly change as Regina residents adapt to growth, respond to congestion, and address sustainability challenges. City growth will require more use of alternate forms of mobility – such as transit, walking, cycling and carpooling – and development of *complete streets* and *complete neighbourhoods*. Ensuring inviting, connected, *accessible* mobility routes within the city depends upon efficient land use and careful city planning. Land use and transportation are integrally linked, and together they ensure that Regina residents have transportation options. The transportation policies of Design Regina work hand-in-hand with the underlying Transportation Master Plan.

The Transportation Master Plan Guiding Principles and Transportation Directions reflect the City's collective Vision for Regina's transportation system, and they will be updated to reflect the goals and policies of the Plan.

## Goal 1 – Sustainable Transportation Choices

**Offer a range of year-round sustainable transportation choices for all, including a complete streets framework.**

- 5.1 Use the Transportation Master Plan, which shall be consistent with the objectives and policies of this Plan, as the guiding document for transportation policy and planning within the city.
- 5.2 Review, update and maintain the city's road classification system to align future demands for all travel modes with the year-round functional requirements anticipated by this Plan.
- 5.3 Develop achievable *mode share targets* for city-wide and area-specific travel, reflecting a more multi-modal city and emphasizing walking, cycling, car-pooling and transit on a year-round basis.
- 5.4 Establish all-season design and maintenance priorities for roads, sidewalks and *pathways* to ensure the transportation network provides safe travel, *access* and mobility, including for the following:
  - 5.4.1 Key transit facilities;
  - 5.4.2 Key pedestrian and cycling routes; and
  - 5.4.3 Public buildings and institutions.
- 5.5 Where necessary, require *Transportation Demand Management* Plans for new development that identify access to transportation choices other than private auto.
- 5.6 Adopt a *complete streets* framework for new road construction as well as the renewal of existing streets, where feasible.
- 5.7 Proactively and strategically promote walking, cycling, carpooling and transit choices by using City and community-led programs and organizations to provide education and promote awareness.
- 5.8 Protect and acquire lands that are near or adjacent to transportation rights-of-way necessary to ensure overall connectivity within the transportation network and to develop lands according to the related policies on urban design and *public realm* improvements.



## Goal 2 – Public Transit

### Elevate the role of public transit.

- 5.9 Plan for and protect MAIN TRANSIT CORRIDORS identified on Map 5 – Transportation for future transit and *rapid transit*. These corridors will serve to provide higher levels of transit service and link corridors to TRANSIT HUBS.
- 5.10 Promote *intensification* and *mixed-use* development along MAIN TRANSIT CORRIDORS and at TRANSIT HUBS and POTENTIAL TRANSIT HUBS through increased service levels, more direct routes, express services, and competitive travel times.
- 5.11 Enhance transit service in existing neighbourhoods to support continued residential and employment growth.
- 5.12 Support ridership by better connecting *active transportation* choices to transit service and enhanced passenger amenities.
- 5.13 Maximize the *accessibility* of the *conventional transit system* while ensuring the *paratransit system* meets the needs of those unable to use the conventional system.

## Goal 3 – Integrated Transportation and Land-Use Planning

### Integrate transportation and land-use planning in order to better facilitate walking, cycling, and transit trips.

- 5.14 Ensure street patterns in NEW NEIGHBOURHOODS and NEW EMPLOYMENT AREAS provide both internal and external connectivity, pedestrian-scaled block sizes, and transportation choices.
- 5.15 Require the analysis of transportation and multi-modal needs of the broader area surrounding new development, where appropriate.
- 5.16 Provide transit service in NEW NEIGHBOURHOODS as soon as feasible to encourage transit use and influence early adoption.
- 5.17 Adopt approaches to parking standards and management that encourage multi-modal transportation options.

- 5.18 Develop standards requiring the provision of bicycle parking for industrial, commercial, institutional, and multi-family residential land uses.

- 5.19 Ensure that street design is compatible with the intended land use and built form.

## Goal 4 – Road Network Capacity

### Optimize road network capacity.

- 5.20 Consider improvements to existing infrastructure before constructing new or expanded roadways.
- 5.21 Adopt *Transportation Demand Management* strategies to encourage alternative ways of getting around.
- 5.22 Analyze and implement the use of transit and *high-occupancy vehicle* lanes to encourage mode shift, where feasible.
- 5.23 Where feasible, identify and implement new technologies and best practices to enhance traffic management and safety and minimize environmental impacts.
- 5.24 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods.

## Goal 5 – Active Transportation

### Promote active transportation for healthier communities.

- 5.25 Develop an inviting and efficient citywide *bikeway* network to expand on-street and off-street cycling infrastructure to connect key trip generators and destinations.
- 5.26 Maintain, enhance, and where feasible expand the city's multi-use *pathway* network to new and existing neighbourhoods for all seasons.
- 5.27 Develop a citywide pedestrian strategy to provide a continuous high-quality, connected, safe, and universally *accessible* walking experience.
- 5.28 Develop processes and policy for neighbourhood *traffic calming*, including the use of *road diets*, to create safer, more walkable, and cycle-friendly streets.

## SECTION D4

# Infrastructure

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability;
- Achieve long-term financial viability;
- Foster economic prosperity; and
- Optimize regional cooperation.

The City of Regina continually uses water, materials and energy as it changes and adapts to new social, environmental and economic conditions. The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

The City is also responsible for ensuring that municipal infrastructure meets regulatory requirements and is delivered in an environmentally and financially sustainable manner, thereby ensuring a solid foundation for growth and development. Achieving sustainable urban growth requires the City to understand and improve the design and delivery of municipal services so that future generations will have choices for continued city development.

The City will adopt an Asset Management Strategy to support the way it plans, constructs, operates, maintains, and disposes of all of its many and complex assets. Asset management constitutes a comprehensive approach to service delivery that balances performance, risk, and cost to more effectively and efficiently meet regulatory obligations, and to deliver on the needs and expectations of residents. Ultimately, the Asset Management Strategy will assist in guiding city planning and operations by establishing levels of service and focusing appropriate resources on managing and investing in infrastructure.

## Goal 1 – Safe and Efficient Infrastructure

**Meet regulatory requirements and industry best practices for design, construction and operation of infrastructure.**

- 6.1 Design, construct and operate infrastructure to comply with relevant legislative and regulatory requirements.
- 6.2 Ensure new and reconstructed infrastructure follows industry best practices and overall City standards for design and construction.

## Goal 2 – Asset Management and Service Levels

**Ensure infrastructure decisions result in long-term sustainability.**

- 6.3 Prepare and implement an asset management strategy for infrastructure to:
  - 6.3.1 Guide City planning and operations;
  - 6.3.2 Establish a service framework and levels of service for existing and new assets; and
  - 6.3.3 Focus resources for managing and investing in infrastructure.
- 6.4 Adopt a continuous improvement framework to address the current infrastructure gap and ensure that future requirements for infrastructure are aligned with the priorities, goals and policies of this Plan.
- 6.5 Determine requirements to upgrade and finance existing infrastructure to service new development at defined service levels.



### Goal 3 – Planned Infrastructure for Growth

**The infrastructure needed for growth will be planned from a long-term perspective.**

- 6.6 Develop infrastructure plans that will:
  - 6.6.1 Address both short- and long-term growth requirements;
  - 6.6.2 Manage the impacts of new development on system-wide services;
  - 6.6.3 Optimize use of existing infrastructure to minimize financial and environmental impacts of growth; and
  - 6.6.4 Align the approval process for capital funding with requests for ongoing operating funding.
- 6.7 Consider, in appropriate contexts as determined by the City, integrating stormwater management into municipal reserves and open space in a manner that is compatible with the intended function of the open space.
- 6.7A Utilize municipal utility parcels for stormwater management where combining stormwater management and open space is not appropriate
- 6.8 Assess infrastructure requirements prior to reconstruction to ensure that the design accommodates future growth, where feasible.
- 6.9 Consider operational aspects, such as providing solid waste management services, in the design of new developments.

### Goal 4 – Conservation and Environment

**Design infrastructure that conserves resources and minimizes impacts on the environment.**

- 6.10 Monitor the demand for City water and develop environmental conservation strategies.
- 6.11 Support runoff infiltration and retention by:
  - 6.11.1 Separating stormwater and sanitary sewer systems and continuing to reduce the incidence of water runoff being directed to the sanitary system; and
  - 6.11.2 Adopting standards regulating the quality of stormwater.
- 6.12 Explore waste-to-energy processes whereby waste and waste byproducts of one activity are used as resources for another.

### Goal 5 – Infrastructure Staging

**Build infrastructure in a sequential and coordinated manner.**

- 6.13 Sequence infrastructure based on the phasing and financing policies adopted in Section E, Goal 5 of this Bylaw and Map 1b - Phasing of New Neighbourhoods.
- 6.14 Plan and build infrastructure from a long-term perspective and permit servicing only when aligned with the servicing needs for long-term growth.
- 6.15 Align new infrastructure with planned upgrades to existing City assets.
- 6.16 Encourage collaboration with other utility providers to maintain and enhance public and private facilities and services such as electricity, gas and telecommunications.

**Infrastructure:** The term “infrastructure” refers to the assets the City uses to provide potable water, manage stormwater, collect and treat wastewater, collect and manage solid waste, provide a transportation network for persons and goods, and provide other City services.

## SECTION D5

# Land Use and Built Environment

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Create better, more active ways of getting around; and
- Foster economic prosperity.

Regina has a beneficial and relatively compact urban form, one that is characterized by a centrally located Downtown, which accommodates the majority of the city's office development; one of the largest urban *parks* in North America; the Province's legislative buildings; an extensive *tree canopy*; a variety of neighbourhoods, including some that are older and historic; and a well-defined edge separating rural and urban areas. As the city continues to grow, the qualities that make Regina unique will continue to be attractions, and new opportunities will make the city a more sustainable and better place to live.

Some of the greatest challenges facing the City as it plans to accommodate an additional 100,000 people relate to the cost and delivery of services. As the population expands, the City will need to provide infrastructure and community services in a more cost-effective and sustainable manner. Through a compact built environment that capitalizes on infill opportunities and more *complete neighbourhood* development along Regina's periphery, the City can optimize its infrastructure and service delivery. At the same time, accommodating the next 100,000 people offers an exciting opportunity to create more *inclusive* and liveable communities defined by their interconnected pedestrian-friendly street systems, distinct character and focal points, housing diversity, and amenities. This section of the Plan provides policy direction for the core elements of the city's built landscape, and it establishes a framework for directing future growth.

## Goal 1 – Complete Neighbourhoods

Enable the development of complete neighbourhoods.

- 7.1 Require that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:
  - 7.1.1 A collaborative planning process involving stakeholders;
  - 7.1.2 Integration and interconnectivity with all adjacent neighbourhoods, the city, and where appropriate, the region;
  - 7.1.3 A framework, where appropriate, of smaller neighbourhood districts and a centrally located *neighbourhood hub*;
  - 7.1.4 Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation;
  - 7.1.5 A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*;
  - 7.1.6 Specialized open space, such as squares, civic centres, and parks, which are optimally located and designed;
  - 7.1.7 Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations;
  - 7.1.8 A distinctive character, identity and *sense of place*;
  - 7.1.9 Buildings which are designed and located to enhance the *public realm*, and contribute to a better neighbourhood experience; and
  - 7.1.10 Convenient *access* to areas of employment.
- 7.2 Encourage, through any applicable planning and development initiative or approval as determined by the City, that NEW NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS conform to the guidelines outlined in Appendix A – Guidelines for Complete Neighbourhoods.



- 7.3 Collaborate with stakeholders to determine whether former institutional properties are required for a civic use or should be converted to an alternate land use.
- 7.4 Repealed (#2024-44, s.5, 2024)
- 7.5 Encourage appropriate *mixed-use* development and *live-work* opportunities within neighbourhoods, URBAN CORRIDORS and URBAN CENTRES.
- 7.6 Encourage the retention of existing local and neighbourhood commercial spaces.

## Goal 2 – City Centre

### Maintain and enhance the City Centre as the primary civic and cultural hub.

- 7.7 Collaborate with stakeholders to enhance the CITY CENTRE, as depicted on Map 1 – Growth Plan, by:
  - 7.7.1 Investing in an attractive, safe *public realm*, including pedestrian-friendly and lively streets, and inviting, versatile multi-season public spaces;
  - 7.7.2 Ensuring the CITY CENTRE maintains a healthy *urban forest*;
  - 7.7.3 Requiring built form that complements, enhances and accentuates adjacent streets and public places;
  - 7.7.4 Supporting the development of a *mixed-use* environment, with design and *density* emphasis adjacent to major corridors and public spaces;
  - 7.7.5 Supporting HISTORIC PLACES, cultural and civic resources and events;
  - 7.7.6 Supporting a range of *density* while respecting the unique characteristics of the neighbourhoods within the area; and
  - 7.7.7 Implementing the Regina Downtown Neighbourhood Plan.
- 7.8 Ensure that a future Neighbourhood Plan(s) for the CITY CENTRE addresses the following:
  - 7.8.1 Enhancement of the Albert Street and Broad Street corridors, including the underpasses;
  - 7.8.2 Integration of the Regina Revitalization Initiative;
  - 7.8.3 A pedestrian connection between the DOWNTOWN and the Warehouse District;
  - 7.8.4 Better connections to and between the Warehouse District, the stadium site and exhibition grounds, the future Taylor Field Neighbourhood, the DOWNTOWN, and surrounding neighbourhoods;
  - 7.8.5 A strategy for supporting a *mixed-use* environment;
  - 7.8.6 Guidelines and regulations for *heritage conservation*, architecture and *urban design*, *place making*, and neighbourhood identity;
  - 7.8.7 Details on implementation, which may include revitalization incentives, future zoning and development standards, and capital improvements; and
  - 7.8.8 A strategy for providing adequate levels of utility and transportation services.
- 7.9 Explore actions necessary to convert vacant or under-utilized properties to market-ready development sites to realize *intensification* in the CITY CENTRE.

**City Centre:** The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.

## Goal 3 – Urban Centres and Corridors

**Support urban centres and corridors as locations for pedestrian and transit-oriented mixed-use development and as hubs for community interaction and identity.**

- 7.10 Support the development or redevelopment of lands within identified URBAN CENTRES and URBAN CORRIDORS to incorporate:
  - 7.10.1 An appropriate mix of higher *density* residential and commercial development;
  - 7.10.2 *Mixed-use, transit-oriented development*; and
  - 7.10.3 *Community amenities* and open space.
- 7.11 Ensure land use, scale and *density* of development within an URBAN CENTRE or URBAN CORRIDOR is compatible with servicing capacity and provides appropriate transition to surrounding areas.
- 7.12 Cluster *high density* built form within URBAN CORRIDORS adjacent to TRANSIT HUBS, POTENTIAL TRANSIT HUBS, or prominent intersections.
- 7.13 Support the redevelopment of existing retail areas to higher *density, mixed-use, and transit-oriented development* with densities appropriate to servicing capacity.
- 7.14 Identify segments and/or sites along identified URBAN CORRIDORS that should be subject to priority investment and redevelopment, through the *intensification* development strategy.

## Goal 4 – Employment Uses

**Provide appropriate locations and development opportunities for a full range of industrial, commercial and institutional activities.**

- 7.15 Plan and development NEW EMPLOYMENT AREAS, as shown on Map 1 – Growth Plan, commercial areas, *major institutional* areas and industrial areas to include the following land-use and design elements:
  - 7.15.1 Clustering of complementary development;
  - 7.15.2 Safe and *convenient transit, cycling, pedestrian and vehicular accessibility and wayfinding*, including parking for all modes;
  - 7.15.3 Compatibility with adjacent residential land use through the minimization of off-site impacts; and
  - 7.15.4 Site, building and stormwater design that support the sustainability of the NATURAL SYSTEM, and the establishment of a quality and aesthetically pleasing environment.

### Commercial

- 7.16 Encourage local commercial within residential areas.
- 7.17 Require new *large-format retail* to be located on URBAN CORRIDORS or within identified URBAN CENTRES and designed:
  - 7.17.1 To reinforce the streetscape (e.g. direct pedestrian access oriented to sidewalks and streets, buildings pushed up to the street), a high-quality *public realm*, and access to transit through the orientation of buildings and site design;
  - 7.17.2 To allow for change and *intensification* over time;
  - 7.17.3 To mitigate potential adverse impacts on adjacent residential uses; and
  - 7.17.4 To be *accessible* and integrated with surrounding neighbourhoods (i.e. walkable to the adjacent neighbourhood).



### Major Institutional Areas

- 7.18 Require *major institutional* areas to be accessible and well served by transit and provide a high-quality *public realm*.
- 7.19 Encourage related housing, services and amenities, including hotels or short-term accommodations, to locate near or adjacent to *major institutional areas*.

### Industrial

- 7.20 Permit industrial development in NEW EMPLOYMENT AREAS where supported by a secondary plan or concept plan and within EXISTING APPROVED EMPLOYMENT AREAS.
- 7.21 Ensure an adequate supply of serviced industrial land to maintain a diverse range of development opportunities.
- 7.22 Consider establishing additional industrial or commercial land-use designations, such as *flexzones*, *industrial plus*, and *start-up districts* to accommodate a wide range of economic activity.
- 7.23 Protect industrial lands by avoiding re-designations of industrial areas, except where the City determines that a different land use is more beneficial.
- 7.24 Within industrial areas, permit supporting services or amenities that complement industrial uses or cater to industrial employees or customers.
- 7.25 Consider heavy industrial development only within NEW EMPLOYMENT AREAS or EXISTING APPROVED EMPLOYMENT AREAS where it can be demonstrated to the satisfaction of the City that the proposed development:
  - 7.25.1 Is in accordance with an approved secondary plan or concept plan;
  - 7.25.2 Is compatible with adjacent land uses and the NATURAL SYSTEM;
  - 7.25.3 Meets all regulatory requirements; and
  - 7.25.4 Has adequate access to regional transportation infrastructure.
- 7.26 Consider light industrial development as part of *mixed-use* areas, providing that:
  - 7.26.1 The proposed development is compatible with the natural environment and adjacent uses; and
  - 7.26.2 Adequate measures are undertaken to ensure appropriate design and transition between land uses.
- 7.27 To ensure optimal use of industrial lands, monitor market conditions and undertake the following:
  - 7.27.1 An inventory of the existing land use composition and vacancy;
  - 7.27.2 An analysis of land use and servicing issues and options; and
  - 7.27.3 Preparation of a secondary plan or concept plan for guiding redevelopment where required.

***Mixed-Use:*** Any urban, suburban or development, or a single building, that combines residential with various uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options.

## Goal 5 – Office Development

### Support the Downtown as the city's primary business centre.

- 7.28 Monitor the distribution of citywide office uses, and target 80% of the total office floor area in the city, pertaining to *medium office* and *major office* development, to be located in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 - Office Areas.
- 7.28A Support new office development in the DOWNTOWN/CENTRAL CITY OFFICE AREA, as identified on Map 6 - Office Areas using favourable regulations and development incentives that benefit the Downtown.
- 7.29 New *major office* development should locate inside the DOWNTOWN as shown on Map 6 - Office Areas, subject to exceptions listed in Policy 7.32.
- 7.30 New *medium office* development should locate within the DOWNTOWN/CENTRAL CITY OFFICE AREA, as shown on Map 6 - Office Areas, subject to the following stipulations and exceptions listed in Policy 7.32:
- 7.30.1 Within the Centre Square Neighbourhood;
  - 7.30.2 Within the Warehouse District; and
  - 7.30.3 A neighbourhood plan amendment shall be required where the proposed *medium office* development explicitly conflicts with the existing neighbourhood plan.
- 7.31 Allow new medium office development to locate within OFFICE AREAS and URBAN CENTRES that are conceptually shown on Map 6 - Office Areas, subject to the following stipulations and exceptions listed in Policy 7.32:
- 7.31.1 Development within OFFICE AREAS shall be subject to the Office Area Zone in the Zoning Bylaw;
  - 7.31.2 Proposed new medium office buildings shall be considered as a discretionary use unless exempted by the policies herein;
  - 7.31.3 Within identified OFFICE AREAS, surface parking shall be restricted; however, additional parking may be allowed where structured parking is used or where contributions are made in some combination of monetary payment to the City and/or the equivalent value dedicated to *community amenities* or services in the DOWNTOWN; and
  - 7.31.4 Ensure that no OFFICE AREAS or URBAN CENTRE includes more than 16,000 square metres of total gross medium office floor area.
- 7.32 Notwithstanding any other policy herein, *medium office* and *major office* development shall be allowed outside of the DOWNTOWN/CENTRAL CITY OFFICE AREA, OFFICE AREAS, and URBAN CENTRES in the following contexts:
- 7.32.1 Within the floor space of a designated heritage building;
  - 7.32.2 When located adjacent to a *major institutional area* (e.g. university, hospital);
  - 7.32.3 *Medium office* development for industrial users, considered as a discretionary use; or
  - 7.32.4 *Medium office* development at specified TRANSIT HUBS identified on Map 6 - Office Areas allowed as a permitted use and not subject to Policy 7.33.
- 7.33 Development or rezoning to accommodate a medium office building(s) within an identified OFFICE AREA, URBAN CENTRE or development considered under policy 7.33A should not proceed if the DOWNTOWN vacancy rate, as interpreted by the City, exceeds 6.5%, unless waived by Council.
- 7.33A Notwithstanding other policies within this Plan, Council may approve a proposed medium or major office development to accommodate unique circumstances not contemplated within these policies through a contract zone.



## Goal 6 – Built Form and Urban Design

### Build a beautiful Regina through quality design of its neighbourhoods, public spaces and buildings.

- 7.34 Support design excellence by ensuring that public and private spaces and buildings contribute to a *sense of place* and an enhanced *public realm* through high-quality design and strategic location.
- 7.35 Ensure quality design through preparation of guidelines or regulations for development that has a significant influence on the *public realm* (e.g. *large-format retail*, multi-unit residential, and major corridors).
- 7.36 Consider the inclusion of the following elements where a secondary plan or concept plan is required in support of a proposed development:
  - 7.36.1 Design principles or guidelines for landscaping, building treatment, PUBLIC ART, site design and other elements;
  - 7.36.2 Strategies for providing a high-quality built environment and *public realm*, including but not limited to consistent built-form edge, appropriate transitioning of *density*, and active street frontages; and
  - 7.36.3 Strategies for including PUBLIC ART in the design and development of City *parks* and plazas, where required by the City.
- 7.37 Explore the establishment of an *urban design* review process.
- 7.38 Consider impacts of alterations, development, and/or *public realm* improvements on or adjacent to an HISTORIC PLACE to ensure *heritage value* is conserved.
- 7.39 Support safe and accessible open space within the city, through the planning and subdivision process by:
  - 7.39.1 Discouraging the rear or side portions of residential lots from abutting *parks* that cater to active recreation use;
  - 7.39.2 Encouraging the design of *parks* that have streets abutting them; and
  - 7.39.3 Ensuring that street design and configuration, especially in primarily residential and *mixed-use* areas, provides a safe environment for pedestrians through traffic management, pedestrian infrastructure, and through an integrated network that allows for multiple route options.
- 7.40 Consider the built form and urban design policies in the review of development applications.



**Urban Design:** The process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the physical built environment, economic forces, and social context of a particular site or area.



## SECTION D6

# Housing

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

As Regina grows to accommodate 300,000 residents, significant changes will be required in the city's housing stock to ensure every person in Regina has the opportunity to live in a home that is attainable, well-maintained, suitable, and located in an *inclusive* community that allows its residents to meet their daily and lifetime needs. Population and economic growth can present considerable challenges to the housing sector. While growth increases competition for existing units and drives up the cost of housing, it also transforms the profile of households living in Regina. Growth may also foster investment and innovation in new housing forms and the renewal of existing housing.

Regina's housing sector must evolve alongside the growing population, not only through the development of new homes, but also through the adequate provision of a full range of choices appropriate to residents of various incomes, household types, abilities, and stages of life, while supporting the city's goals. To succeed together, the City, housing providers, other levels of government, the development industry and community groups must work to implement a coordinated vision for housing in Regina, one that equally and equitably advocates investment, opportunity, variety, renewal and *inclusion*.

## Goal 1 – Housing Supply and Affordability

**Increase the housing supply and improve housing affordability.**

- 8.1 Support *affordable housing, attainable housing and below market housing* in all neighbourhoods through ownership, rental housing and *specific needs housing*.
- 8.2 Leverage the City's land assets to increase the supply and diversity of housing.
- 8.3 Decrease the number of vacant, non-taxable and underutilized lots within the city that are appropriate for residential development.
- 8.4 Establish *accessory suite* regulations within appropriate residential areas.
- 8.5 Support the redevelopment of *brownfield* and former institutional and commercial properties that are appropriate for housing.
- 8.6 Support the conversion of non-residential and heritage buildings to new residential uses where appropriate.
- 8.7 Use incentives and alternative approaches to increase the supply of *affordable housing, attainable housing and below market housing, adequate specific needs housing*, and innovative housing developments.
- 8.8 Support residential *intensification* in existing and NEW NEIGHBOURHOODS to create *complete neighbourhoods*.

## Goal 2 – Existing Housing Stock

**Maintain and regenerate the existing housing stock.**

- 8.9 Adopt measures to retain existing housing stock and improve its condition.
- 8.10 Ensure the Condominium Conversion Policy Bylaw is consistent with the policies of this Plan and any strategies related to this Plan.



### Goal 3 – Diversity of Housing Forms

**Increase the diversity and innovation of housing forms and types to support the creation of complete neighbourhoods across Regina.**

- 8.11 Encourage developers to provide a greater mix of housing to accommodate households of different incomes, types, stages of life, and abilities in all neighbourhoods.
- 8.12 Allow for flexibility and adaptability of housing and consider enabling regulation to increase innovation within the housing stock to accommodate the changing needs of households.
- 8.13 Expand areas where apartments and multi-unit buildings are permitted uses.
- 8.14 Consider alternatives for parking, height, or other development standards in support of *affordable housing, attainable housing, below market housing* and *specific needs housing* and innovative housing within new development.

### Goal 4 – Housing for Persons with Specific Needs

**Facilitate choice and integration of housing for persons with specific needs.**

- 8.15 Work with stakeholders to create and preserve *barrier-free* housing and housing for persons with *specific needs*.
- 8.16 Permit *group care facilities* in residential and *mixed-use* neighbourhoods.

### Goal 5 – Collaboration with Partners

**Collaborate with all levels of government and community partners to advance housing initiatives.**

- 8.17 Support non-profit housing organizations through incentives, partnership arrangements, and other forms of assistance.
- 8.18 Work with industry partners and investors on alternative housing and financing options to support appropriate *worker housing* in the city.
- 8.19 Work with federal and provincial governments and other partners to meet the diverse housing needs of the city through:
  - 8.19.1 Policy and regulatory changes to increase access to *affordable housing, attainable housing, below market housing, and specific needs housing*;
  - 8.19.2 Increased access to *specific needs housing* for the most vulnerable populations;
  - 8.19.3 Retention and regeneration of existing housing stock;
  - 8.19.4 Prototypes and pilot initiatives of innovative housing forms;
  - 8.19.5 Coordination of assembly, use, and disposal of City-owned lands to maximize program subsidies and increase housing options; and
  - 8.19.6 Alignment of City initiatives with provincial and federal funding sources.

## SECTION D7

# Parks, Recreation and Open Space

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Embrace and invest in arts, culture, historic places, sport and recreation;
- Create better, more active ways of getting around;
- Promote conservation, stewardship and environmental sustainability; and
- Achieve long-term financial viability.

The City of Regina is designed, planned and built on a lasting legacy of *parks* and integration of built and natural open spaces, which encourages residents to connect with nature and live healthy, active lifestyles. Historically, the open space associated with Wascana Park in combination with the city's outdoor recreational facilities has defined the spatial landscape of the city. As the city has grown, new areas have continued this tradition, and today Regina's open spaces, natural areas, *parks*, recreation opportunities and institutional facilities are some of the most cherished in the city. Regina now has one of the highest proportions of green space per capita in Canada.

Going forward, the City will need to ensure it maintains this legacy for future generations and, in addition, provide the next generation of Regina residents with the ability to connect to the city's network of *parks*, plazas, natural areas, recreational facilities and important institutions in both new and established areas of the city. The City will also need to build upon existing partnerships and pursue new ones to provide contemporary indoor recreation opportunities that meet evolving community needs.

## Goal 1 – Open Space and Recreation Principles

**Maintain, enhance and extend an interconnected and accessible open space system.**

- 9.1 Develop the OPEN SPACE SYSTEM generally in accordance with Map 7 – Parks, Recreation and Open Space and adhere to the following principles:
  - 9.1.1 The OPEN SPACE SYSTEM will be managed in a comprehensive and environmentally sensitive manner;
  - 9.1.2 The OPEN SPACE SYSTEM will be effectively and equitably distributed;
  - 9.1.3 Minimum standards for quantity and quality will guide the management of the OPEN SPACE SYSTEM, including where population densities are increasing in existing neighbourhoods;
  - 9.1.4 Responsive planning, design, development and maintenance practices of *parks* and open space; and
  - 9.1.5 Appropriate requirements for structured and unstructured recreational needs.
- 9.2 Ensure that new and existing neighbourhoods integrate *access* to ACTIVITY CENTRES as conceptually depicted in Map 7 – Parks, Recreation and Open Space.
- 9.3 Co-locate or cluster *parks* and open space, where possible, with ACTIVITY CENTRES or other *community resources*.
- 9.4 Connect neighbourhoods, where possible, via active *transportation* routes to multi-use *pathways*, regional trails, and the NATURAL SYSTEM.
- 9.5 Integrate public safety considerations into the planning and design of *parks* and recreation facilities.



## Goal 2 – Access to Recreation Programs and Services

**Ensure access to a variety of recreation programs and services in all neighbourhoods.**

- 9.6 Develop and manage recreation facilities, programs and services such that they adhere to the following:
  - 9.6.1 Multifunctional *parks* and open space will be strategically located to provide convenient access and designed to accommodate diverse and changing needs and interests;
  - 9.6.2 A variety of recreation programs and services will be provided either directly by the City or indirectly through partnership with other organizations;
  - 9.6.3 Minimized barriers to the use of municipal facilities, programs or services;
  - 9.6.4 Recreation programs will consider the needs of the most vulnerable populations; and
  - 9.6.5 *Parks* and open space will be designed for year-round use, whenever possible.
- 9.7 Study the application of new financing strategies and development incentives to provide, maintain and operate recreation facilities.
- 9.8 Encourage and facilitate partnerships to enable Policies 9.6 and 9.7.

**Activity Centres:** Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.

## SECTION D8

# Culture

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Embrace and invest in arts, culture, historic places, sport and recreation; and
- Foster economic prosperity.

The *culture* of a place is marked by its art, architecture, language, customs and other creative expressions and tangible features. Regina is a culturally dynamic city, boasting an impressive number of artists, community cultural organizations, libraries, museums, galleries, cultural spaces, natural heritage sites and other *cultural resources*. This diverse collection of talent and assets enriches the city's vitality and intellectual life, bringing tremendous opportunity to attract newcomers and investment.

Regina's *cultural resources* show great breadth and diversity. Festivals range from smaller neighbourhood-level events and street fairs to major city-wide events attracting large audiences from both inside and outside the community. Many neighbourhoods have long histories and are home to important *cultural heritage* resources (i.e. traditions and related stories), rich architecture and *historic places* (i.e. landscapes). Cultural diversity, expressed through language, food, clothing, art, celebrations and other traditions are undeniable markers of a strongly rooted but evolving city character.

Regina will continue to conserve, protect and support its *cultural resources*, *historic places*, civic identity and intercultural dialogue as important civic elements with broad and meaningful social, economic and cultural outcomes.

## Goal 1 – Support Cultural Development and Cultural Heritage

**Enhance quality of life and strengthen community identity and cohesion through supporting cultural development and cultural heritage.**

- 10.1 Build partnerships and work collaboratively with community groups, other levels of government, and the private and voluntary sectors to encourage *cultural development* opportunities and conserve HISTORIC PLACES.
- 10.2 Consider *cultural development*, *cultural resources* and the impact on HISTORIC PLACES in all areas of municipal planning and decision-making.
- 10.3 Identify, evaluate, conserve and protect *cultural heritage*, HISTORIC PLACES, and *cultural resources*, including but not limited to PUBLIC ART identified on Map 8 – Cultural Resources, to reinforce a *sense of place*.
- 10.4 Protect, conserve and maintain HISTORIC PLACES in accordance with the “Standards and Guidelines for Historic Places in Canada” and any other guidelines adopted by Council.
- 10.5 Encourage owners to protect HISTORIC PLACES through good stewardship and voluntarily designating their property for listing on the *Heritage Property Register*.
- 10.6 Develop a set of *cultural heritage* themes that reflects Regina's identity and the diverse values of residents and ensure that the list of HISTORIC PLACES recognized within the *Heritage Property Register* and *Heritage Inventory* adequately represents these themes.
- 10.7 Identify, prioritize and develop (via monuments, plaques, PUBLIC ART and other applied *cultural resources*) locations that provide a sense of arrival and departure into significant *cultural landscapes*.
- 10.8 Evaluate POTENTIAL HERITAGE CONSERVATION DISTRICTS conceptually identified in Map 8 – Cultural Resources and consider them for designation.



- 10.9 Consider the *cultural heritage value* in the acquisition, disposal, upgrading and development of City-owned property and open space.
- 10.10 Develop and enforce vacant building, property maintenance, and property standards by-laws to protect *heritage properties* against deterioration.
- 10.11 Leverage and expand funding, financial incentive programs and other means of support to advance *cultural development, cultural resources* and conservation of HISTORIC PLACES.

## Goal 2 – Inclusion

**Ensure learning opportunities, resources and activities provided by the City are culturally inclusive.**

- 10.12 Respond to the cultural needs and aspirations of Regina's increasingly diverse population through culturally relevant programs, services and facilities.
- 10.13 Engage with Regina's First Nations, Métis and Inuit communities to determine collaborative strategies and approaches to addressing cultural needs and aspirations.
- 10.14 Encourage the strengthening and expansion of festivals and events that reflect diverse community interests and needs.

## Goal 3 – Accessibility

**Ensure access to cultural resources, learning opportunities, and activities.**

- 10.15 Partner with stakeholders to improve promotion of, awareness of, and *access to cultural resources, learning opportunities, and activities.*
- 10.16 Support equitable access to cultural resources, practices and activities.

**Culture:** *The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language, artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.*

## SECTION D9

# Health and Safety

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods; and
- Achieve long-term financial viability.

Health and safety are key elements in ensuring that Regina remains a city of choice in which to live, work, and raise a family. Designing and building safe and healthy neighbourhoods, and supporting infrastructure, contributes significantly to a resilient city – one where health and safety are fully integrated into the city-building process. Health and safety are about building partnerships with the community, other levels of government, and industry in the pursuit of city practices that substantially improve the urban environment, often without the public awareness of, and regard for, the positive impacts.

The overall health and safety of the city are managed by dedicated professionals in health services, crime and fire prevention, emergency response, and other disciplines that ensure residents and workers can safely live in their homes, work at their places of employment, use the infrastructure that gets them around the city, and use the broad range of services that the city has to offer. The following goals support efforts to ensure our city is safe and healthy through urban planning and design, management of development impacts, and provision of greater oversight to areas that have a complex range of compatibility challenges with existing or potential neighbours.

## Goal 1 – Safety and Urban Planning

### Improve overall health of the public through urban planning.

- 11.1 Consider Map 9 – Health and Safety in the review of development applications.
- 11.2 Collaborate with stakeholders to ensure the long-term health and safety of Regina's residents by:
  - 11.2.1 Ensuring complementary land use adjacent to MAJOR HEALTH FACILITIES;
  - 11.2.2 Providing appropriate public access to MAJOR HEALTH FACILITIES and service centres;
  - 11.2.3 Providing municipal services and supporting amenities that meet the long-term growth needs of existing healthcare institutions;
  - 11.2.4 Evaluating the potential health effects of a planned development or project in partnership with the health region, where appropriate; and
  - 11.2.5 Ensuring compatible land use adjacent to MAJOR EMERGENCY RESPONSE FACILITIES.
- 11.3 Encourage utility providers to bury high voltage transmission lines when adjacent to residential neighbourhoods.
- 11.4 Encourage school boards and developers to locate schools such that the safety and level of activity of children is optimized including, but not limited to:
  - 11.4.1 Requiring safety measure when stormwater ponds are adjacent to school sites; and
  - 11.4.2 Locating school sites away from potentially hazardous facilities.
- 11.5 Prohibit the development of new buildings and additions to buildings in the *floodway* of the 1:500 year flood elevation of any watercourse or water body; and
- 11.6 Require flood-proofing of new buildings and additions to buildings to an elevation of 0.5 metres above the 1:500 year flood elevation of any water course or water body in the *flood fringe*.



## Goal 2 – Health and Environmental Impacts

**Minimize social and environmental impacts and improve the health and safety of the city and region.**

- 11.7 Employ appropriate setback standards to ensure compatible development adjacent to the following: railway, pipeline, and other utility corridors, energy-generation facilities and other features, where required.
- 11.8 Identify and employ a framework for the completion and evaluation of impact assessments.
- 11.9 Ensure city roadways are able to provide all-season emergency response access, maximize connectivity, and minimize response times.
- 11.10 Consider the impact of new development on *emergency response infrastructure*.
- 11.11 Require environmental impact assessments and remediation of *brownfield* sites prior to development.
- 11.12 Provide appropriate crime and fire education and prevention programs in collaboration with community associations and other stakeholders.

## Goal 3 – Special Policy Areas

**Coordinate the development of unique or special areas to ensure orderly and compatible development.**

### Airport

- 11.13 Promote public safety and involve the Regina Airport Authority in decisions impacting lands within the Aeronautical Protection Area as shown on Map 10 – Airport Vicinity through the following measures:
  - 11.13.1 Apply building height requirements consistent with Federal standards and consult with the Regina Airport Authority, as necessary;
  - 11.13.2 Minimize the potential to attract migratory birds by discouraging stormwater retention and reducing the amount of natural ponding;
  - 11.13.3 Protect navigation aids to areas by applying the development standards set out by federal regulations within the Airport Electronic Navigation Aids Protection Area;
  - 11.13.4 Consult the Regina International Airport and NAV Canada for any planning application within the Aeronautical Protection Area; and
  - 11.13.5 Prohibit uses with emissions that may affect airport visibility on lands adjacent to the airport.
- 11.14 Minimize issues of nuisance from noise associated with the Regina International Airport by applying the following policies per areas shown on Map 10 – Airport Vicinity:
  - 11.14.1 Ensure appropriate acoustical performance of buildings are incorporated into new residential and noise sensitive developments within Areas 1, 2, and 3;
  - 11.14.2 Upon issuance of a development permit for a residential development within Area 2 and 3, require registration of an interest on title to acknowledge potential airport related noise disturbance;
  - 11.14.3 Prohibit residential development within Area 1;

11.14.4 Limit residential intensification within Area 2 through the following measures:

- 11.14.4 A Restricting residential density to two units per lot, or equivalent density;
- 11.14.4 B Prohibiting residential development within mixed-use zones;
- 11.14.4 C Prohibiting rezoning to residential zones, except for existing Institutional zoned sites in consultation with the Regina Airport Authority; and
- 11.14.4 D Notwithstanding, this section, development within the Westerra Neighbourhood Plan or land currently zoned for higher density residential is not subject to residential intensification restrictions.

## Steel Mill and Refinery

- 11.15 Ensure that landowners register an interest on all residential and potentially affected non-residential property titles, at a time before or during the subdivision stage, in accordance with the following contexts and requirements:
  - 11.15.1 That within the secondary or concept plan areas affected by the 1000m EVRAZ BUFFER (excluding the Lakeridge neighbourhood, which has had an approved concept plan in place since 1988), as shown on Map 9 – Health and Safety, future lot owners shall be made aware of potential noise and emissions associated with this operation; and
  - 11.15.2 That within the secondary plan or concept plan area located north of Uplands and bound by Winnipeg Street to the east, city limits to the north and the CP rail line to the southwest, future lot owners shall be informed of potential noise and emissions associated with the petroleum refinery.
- 11.16 Require that land uses within the city, which are within the EVRAZ BUFFER, as shown on Map 9 – Health and Safety, be restricted to non-residential uses such as, but not limited to, commercial, light industrial, appropriate institutional uses and recreational uses or any other compatible uses determined through an approved secondary plan and/or concept plan.
- 11.17. Consider requiring, through an applicable secondary plan, concept plan, zoning amendment or discretionary use process for proposed development within areas affected by the EVRAZ BUFFER, the construction of a berm/barrier that is:
  - 11.17.1 Located within the EVRAZ BUFFER as determined by the City; and
  - 11.17.2 Designed to include landscaping, and other elements as determined by the City, sufficient to provide visual and audible relief from industrial operations.





## SECTION D10

# Economic Development

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Embrace and invest in arts, culture, historic places, sport and recreation;
- Foster economic prosperity;
- Achieve long-term financial viability; and
- Optimize regional cooperation

A thriving economy is fundamental to the well-being of the city's residents. It assures the *quality of life* that is sought by residents of the city, the region, and, increasingly, people from around the world. It is, therefore, in the interest of residents that the City establishes policies and practices that support economic growth, diversity and competitiveness.

In recent years, Regina's economy has grown in key export sectors such as potash, oil and gas, and agricultural products. Accompanying this expansion is the city's growing importance as the financial, cultural, and government hub of Saskatchewan. The city is the source of goods and services, workers, capital, and innovation that directly support the competitiveness and productivity of other industries, underpinning the prosperity of the province as a whole. As such, Regina will continue to play a central role in contributing to the province's growth trajectory and realizing *The Saskatchewan Plan for Growth*.

Regina's renewed prosperity is not without its challenges. The growth in economic activity in and around Regina has put significant strain on the City's infrastructure assets, the availability and affordability of housing and capacity of the local labour market. The City's ability to support a thriving economy and ensure the continued success of the broader provincial economy requires these and other challenges to be addressed.

Shared prosperity depends upon municipal governance that considers the economic implications of its policies, and upon collaboration with other governments and economic actors. By cultivating strong partnerships, the economies of Regina and the region can grow sustainably, and in a way that enhances *quality of life* for residents.

Additional policies related to economic development are woven into other sections of this Plan.

## Goal 1 – Economic Vitality and Competitiveness

**Foster an environment conducive to economic vitality and competitiveness which supports the standard of living of residents in Regina and the surrounding region.**

- 12.1 Ensure an orderly regulatory environment within which business and industry can operate assured of transparency, predictability, and fairness in their dealings with the City.
- 12.2 Minimize regulatory barriers to economic growth to the greatest possible extent while balancing the needs and aspirations of all Regina residents, fee- and tax-payers, and the sustainability of the city.
- 12.3 Establish taxation rates and other residential and business fees and charges that consider the sustainability of services.
- 12.4 Provide easy access to information about investing in, conducting business in, and visiting Regina.



## Goal 2 – Economic Growth

**Optimize the economic development potential of Regina, the region, and the Province of Saskatchewan.**

- 12.5 Establish and implement mechanisms to expand and diversify the economy, promote the attractiveness of Regina and the region as a place to live, invest, do business, and visit, by:
  - 12.5.1 Identifying and leveraging opportunities to expand existing industries;
  - 12.5.2 Identifying and encouraging the development of new economic opportunities; and
  - 12.5.3 Promoting and enhancing tourism.
- 12.6 Collaborate with community economic development stakeholders across the region to leverage shared economic advantages and tourism opportunities, including but not limited to:
  - 12.6.1 Working with the Province to build upon Regina's role as the provincial capital;
  - 12.6.2 Working with the Wascana Centre Authority to promote physical connections between provincial facilities and adjacent areas;
  - 12.6.3 Collaborating with surrounding First Nations, Métis and Inuit communities to promote shared prosperity;
  - 12.6.4 Maximizing potential linkages and leveraging special economic assets such as Innovation Place, the Global Transportation Hub, Regina International Airport, the University of Regina and other specific lands and land uses with high linkage/spinoff potential; and
  - 12.6.5 Support urban reserves that are in keeping with overall land use and growth policies.

## Goal 3 – Economic Generators

**Cultivate entrepreneurship and support economic generators.**

- 12.7 Encourage innovative options to support and incubate new entrepreneurs and commercial ventures:
  - 12.7.1 Encourage the development and commercialization of new ideas that have the potential to diversify the economy;
  - 12.7.2 Consider leasing or selling City-owned properties for use as live-work spaces, studio spaces and offices for arts organizations;
  - 12.7.3 Consider the inclusion of live-work spaces, studio space and cultural facilities in new and renovated developments as a *community amenity*;
  - 12.7.4 Collaborate with stakeholders to create opportunities for all residents to participate in the labour force, including, but not limited to, on-the-job training, mentorship, and skill development in wide-ranging occupations; and
  - 12.7.5 Encourage new and existing industry clusters, including cultural and creative industries, to increase collaboration, innovation and shared industry infrastructure.
- 12.8 Compete in the marketplace where it is appropriate and within the legislative authority of the City when:
  - 12.8.1 Policies and practices are in place to ensure transparency and fair dealing by the City of Regina;
  - 12.8.2 The financial benefit to Regina residents of competing in the marketplace can be quantified; and
  - 12.8.3 Participation in the marketplace ensures the sustainability of critical services or infrastructure.

## SECTION D11

# Social Development

## THIS SECTION LINKS TO THE FOLLOWING COMMUNITY PRIORITIES:

- Develop complete neighbourhoods;
- Support the availability of diverse housing options; and
- Foster economic prosperity.

Residents of Regina have historically enjoyed a vibrant economy and relatively low cost of living. Like many urban centres, however, the city faces some social challenges, including homelessness, poverty, and other issues resulting from social and economic inequality. Moreover, the social and economic gap between residents and between neighbourhoods has widened over the years. All Regina residents, including First Nations, Métis and Inuit peoples, immigrants, persons with *specific needs*, seniors and youth, play an essential role in the growth of Regina, sustaining communities and building the workforce that is so essential to Regina's future.

In Canada, federal and provincial governments have primary responsibility to fund and support social infrastructure; however, the community frequently turns to the City, the government that is closest to the people, for help and answers to local problems. Social development includes support to individuals, families and neighbourhoods in disadvantaged positions, allowing them to share in the benefit of the community's assets, its resources, and the opportunities it presents to enhance *quality of life*. The challenge for Regina as a whole is to provide an environment that considers the needs of all residents and neighbourhoods. City departments, other levels of

government, and the community must work together on social development and *inclusion* strategies. This approach calls for a sharing of resources as well as collaboration and consultation. By building strong and inclusive neighbourhoods and communities with opportunities for all, the city can find long-term solutions to social challenges.

**Quality of Life:** *An individual's perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.*



## Goal 1 – Social Sustainability

**Promote and enhance social sustainability by recognizing that quality of life in a community depends on both its physical and community resources.**

- 13.1 Develop *community resources* to provide opportunities for social activities, events and programming for Regina residents.
- 13.2 Require new development plans to demonstrate *access* and connections to ACTIVITY CENTRES and the OPEN SPACE SYSTEM.
- 13.3 Encourage the use of ACTIVITY CENTRES, open space, *community resources*, and other areas within the *public realm* for neighbourhood gatherings, accommodation of service providers, and delivery of community programs.
- 13.4 Collaborate with partners and the community to identify required social programs and services to address the diverse needs of residents, including the most vulnerable populations.
- 13.5 Encourage the provincial government and the community to establish locally based attainable childcare facilities, which are essential to enabling parents to secure *access* to employment.
- 13.6 Encourage *intensification* as a means to revitalize and renew neighbourhoods and existing *community resources*.
- 13.7 Provide neighbourhood organizations with information on available programs to be used for the maintenance and renovation of properties.
- 13.8 Collaborate with stakeholders on education and outreach for physical and social health programs.

## Goal 2 – Food

**Increase access to healthy and affordable food.**

- 13.9 Support *community gardens* on public and private land.
- 13.10 Collaborate and seek partnerships to increase *access* to healthy, diverse and affordable food within neighbourhoods through Policy 3.2.3 and the following:
  - 13.10.1 Building capacity in the food sector;
  - 13.10.2 Supporting local-food and food-related business; and
  - 13.10.3 Promoting *community gardens* and year-round space for farmers markets within the city.

## Goal 3 – Community Security

**Ensure that Regina is a safe community where everyone feels secure in their homes and neighbourhoods.**

- 13.11 Recognize that prevention is a crucial component to health and safety.
- 13.12 Promote health and safety by embracing the principles of *Crime Prevention through Environmental Design (CPTED)*.
- 13.13 Collaborate and partner with other levels of government, stakeholders, and the broader community to:
  - 13.13.1 Deliver, where feasible, community education, outreach, and programs on crime and fire prevention and disaster survival;
  - 13.13.2 Improve the management of litter;
  - 13.13.3 Implement the Graffiti Management Program; and
  - 13.13.4 Develop and implement strategies to address community-identified social issues.

## Goal 4 – Vulnerable and Marginalized Populations

**Foster Regina as a caring community for residents who are vulnerable and marginalized.**

- 13.14 Work with others to ensure that all residents have secure *access* to basic needs, such as food, housing and other services.
- 13.15 Participate in the development of a comprehensive plan to address homelessness in partnership with other levels of government.
- 13.16 Work with the community to coordinate the delivery of and provide information about social programs and services to those in need.

**Specific Needs:** *Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.*

## Goal 5 – Social Inclusion

**Ensure that Regina is socially inclusive and strives for social equality regardless of age, ethnicity, religion, income, sexual orientation, gender identity, ability or family structure.**

- 13.17 Partner with stakeholders and the broader community to promote education and awareness programs and social marketing strategies as a way to advance cultural awareness, as well as to prevent and reduce bullying, racial tensions, and misunderstanding among diverse populations.
- 13.18 Provide opportunities for residents to be engaged in civic life, including, but not limited to, sitting on boards and committees that advise City Council and Administration.
- 13.19 Establish programs and a fee structure to ensure that City programs, services and facilities are affordable, *accessible*, and welcoming to all residents of Regina.
- 13.20 Support the city's population of seniors and persons with *specific needs* by:
  - 13.20.1 Promoting “aging in place” within the design of new and existing neighbourhoods;
  - 13.20.2 Using principles of *barrier-free* and *universal design* in creating public space to ensure *accessibility* for all; and
  - 13.20.3 Coordinating *accessibility* actions and initiatives across City departments.
- 13.21 Collaborate with First Nations, Métis and Inuit communities and other levels of government to identify opportunities to support Aboriginal initiatives within the city.
- 13.22 Identify opportunities to collaborate with the community and support the improved settlement and integration of international immigrants.
- 13.23 Develop an integrated multi-modal transportation system that offers choices to all of Regina's residents regardless of location, income level or ability.













SECTION E

# Realizing the Plan



## SECTION E

# Realizing the Plan

Design Regina has been an ambitious plan-making exercise, with a high level of community, stakeholder, City staff, and Council participation. One of the messages consistently emphasized through the process was that a plan is only as valuable as its implementation and the City's ability to see the Plan realized in the face of pressures and challenges. In that vein, this section outlines the policies to guide the Plan's implementation.

As the City moves forward to implement the Plan, the development of strategies will be one mechanism to achieve the Plan's goals and policies. The timing, scope and focus of the development of such strategies and other actions resulting from the Plan are matters that must be determined in consideration of the capacity of the City as it manages the many priorities emerging from this Plan through its strategic planning process.

An important implementation mechanism for OCPs is the Zoning Bylaw to manage land use and development within the city. The Zoning Bylaw is instrumental in setting out detailed requirements for: the use of land; the form, size and location of buildings on a lot; lot size and site design; on-site parking, and other matters. Direction to the Zoning Bylaw is provided in this section.

The City will also monitor indicators of success and undertake regular reviews to ensure that the plan responds to evolving conditions appropriately. Where change has occurred, or where residents' expectations are not being met, the City will amend the Plan accordingly.

While the City will continue to play a central role in implementing the Plan, the public will have the opportunity to be involved as well. The City will continue to engage the public while seeking to establish partnerships with community groups and other stakeholders. The City's fundamental challenge is to understand the services that residents need and value, find efficiencies in service delivery, and ensure that service offerings are at a level that is both satisfactory and affordable.

## Goal 1 – Plan Ownership

### Foster Plan ownership and execution by City staff and Council.

- 14.1 Ensure that corporate decisions, policies and practices are consistent with this Plan.
- 14.2 Assess all proposed City policy, initiatives, practices, guidelines, standards, applications and other decision-making opportunities against the goals and policies of this Plan to ensure that proposals that inhibit or deviate from the successful achievement of this Plan are not supported or approved.
- 14.3 Review existing City policies, practices, standards, and other guiding documents predating approval of this Plan, and representing barriers to the successful achievement of this Plan in accordance with the following considerations:
  - 14.3.1 Where such existing approaches provide flexibility, discretion, interpretation or the weighing of choices, or where there is no governing or guiding direction, the City shall be flexible in a manner that supports this Plan's Community Priorities and goals; and
  - 14.3.2 The City will seek to overcome all barriers and obstacles to Plan implementation, and previous Council directions will be brought into alignment with this Plan over time.
- 14.4 Plan collaboratively in a multi-disciplinary manner across the City as well as with the community.
- 14.5 Develop an implementation plan that prioritizes short-, medium- and long-term strategies, actions and other initiatives in consideration of the City's capacity.
- 14.6 Develop a Corporate Strategic Plan and Departmental Business Plans to steer decision-making and improve understanding of the implications across the City for the implementation of this Plan, which:
  - 14.6.1 Describe the Plan's implications across disciplines and departments;
  - 14.6.2 Describe the Plan's implications for the City's capacity and appropriate resourcing of the work;



- 14.6.3 Foster cross-departmental decision-making;
- 14.6.4 Connect budget and prioritization of budget with Plan actions and initiatives;
- 14.6.5 Report the results publicly; and
- 14.6.6 Include other matters, as necessary.
- 14.7 Support creative solutions that may challenge conventional practices to achieve the goals and policies of this Plan.
- 14.8 Think beyond the city to regional, national and global issues, needs, and opportunities in partnership with other levels of government to support the achievement of the goals and policies of this Plan.

## Goal 2 – Community Engagement

**Support community engagement to build ownership of the Plan.**

- 14.9 Ensure that community engagement is a component of the community building process and is a fundamental tool in achieving this Plan.
- 14.10 Continue the engagement process with those who contributed to the development of the Plan.
- 14.11 Seek new and innovative ways to raise awareness and engage the broader community.
- 14.12 Encourage and enable individuals and civic organizations to use the Plan to take initiative in their city.
- 14.13 Ensure that public engagement is completed and integrated as part of the five-year review process as per Policy 14.15.
- 14.14 Engage the public in planning and other City matters, in accordance with established procedures.

## Goal 3 – A Living Plan

**Ensure the Plan remains current and relevant over its life.**

- 14.15 Review the Plan every five years, using the eight Community Priorities and Plan goals as guidance, and include:
  - 14.15.1 Public and stakeholder engagement and City cross-departmental involvement;
  - 14.15.2 Consideration of Plan implementation progress, barriers, successes, failures, challenges and opportunities; and
  - 14.15.3 Identification of amendments, mechanisms, or approaches to continuously improve the Plan.
- 14.16 Amend the Plan in response to changing circumstances to renew and update it between reviews, using the Community Priorities and Plan goals as guidance.

## Goal 4 – Monitoring and Tracking Success

**Ensure the goals and policies of this Plan are realized.**

- 14.17 Measure, monitor, assess, and report progress on this Plan through a monitoring and evaluation framework:
  - 14.17.1 Monitor and learn from local, national, and international best practices and adapt approaches in order to achieve the goals and policies of this Plan; and
  - 14.17.2 Identify and monitor performance targets as directed by this Plan.
- 14.18 Regularly report on progress towards the realization and successful implementation of this Plan in a public and transparent way that fosters public dialogue.

## Goal 5 – Phasing and Financing of Growth

### Support orderly and sustainable long-term growth.

- 14.19 The phasing and financing of new growth and development, including the provision of municipal services shall support:
- 14.19.1 Optimization of existing services/amenities;
  - 14.19.2 Meeting *intensification targets* established in this Plan;
  - 14.19.3 Projected population and employment growth and anticipated market demand for housing and/or commercial/industrial development;
  - 14.19.4 Provision of new services, features and amenities within a *complete neighbourhood* as required by this Plan;
  - 14.19.5 Contiguous development;
  - 14.19.6 The eventual build-out of new growth areas;
  - 14.19.7 Meeting level of service requirements, as determined by the City;
  - 14.19.8 Balanced residential and employment growth;
  - 14.19.9 Financial capacity of the City;
  - 14.19.10 Affordable land development, land availability, and market readiness; and
  - 14.19.11 Any other consideration deemed important by the City.
- 14.20 The phasing of development, and the provision of associated municipal services, within land identified on Map 1 – Growth Plan as NEW NEIGHBOURHOODS shall be in conformity with Map 1b – Phasing of New Neighbourhoods.
- 14.20A The phasing of development, and the provision of associated municipal services, within lands identified on Map 1 – Growth Plan and Map 1b – Phasing of New Neighbourhoods as URBAN CORRIDORS, URBAN CENTRES AND NEW EMPLOYMENT AREAS, shall be considered for approval by the City, on a case by case basis for employment uses (i.e. commercial, industrial and major institutional).
- 14.20B Notwithstanding policy 14.20A, residential land use within an URBAN CENTRE or URBAN CORRIDOR, and within an approved concept plan area shall not be subject to phasing, as shown on Map 1b.
- 14.20C Notwithstanding any other policy of this Plan, the phasing and/or development of land shall not be permitted to proceed unless it can be demonstrated, to the satisfaction of the City, that core services (e.g. water, wastewater, storm water, transportation, parks and recreation infrastructure) can be provided and maintained in a fiscally sustainable and cost effective manner.
- 14.20D As identified on Map 1b – Phasing of New Neighbourhoods, Phase 1 (i.e. the combination of Phase 1a, Phase 1b, and Phase 1c) shall be developed first, followed by Phase 2, which is followed by Phase 3.
- 14.20D.1 A succeeding phase may be approved for development when 75% of the preceding phase, as determined by the City, has been developed;
  - 14.20D.2 Notwithstanding Policy 14.20D.1, a succeeding phase may be developed when 75% of the preceding phase has been subdivided, recognizing that areas within a given phase may be removed from the calculation at the City’s discretion; and
  - 14.20D.3 As a prerequisite for development approval within identified Special Study Areas, the requirements of OCP Part A must be met and a phasing designation must be assigned through an amendment to Map 1b – Phasing of New Neighbourhoods.
- 14.20E Notwithstanding Policy 14.20 and Policy 14.20D.3, the City may, at its discretion, waive the phasing requirements of Policy 14.20 and Policy 14.20D.3 of this Plan where it is demonstrated that the proposed development:
- 14.20E.1 Provides a demonstrable service or benefit, which is not already being sufficiently provided by an existing development/use;



- 14.20E.2 Relates to one of the following land use categories: public/civic; Institutional (i.e. research, education, medical) recreation (i.e. sports, athletics);
- 14.20E.3 Is limited to one principle use;
- 14.20E.4 Is contiguous to a fully developed and service area or an area that is in the process of being developed; and
- 14.20E.5 Is compatible with existing ages adjacent development or planned future development.

## Goal 6 – Relationship Between Plans

**Ensure alignment between the OCP and its cascading and related plans, practices, standards, and other guiding documents.**

- 14.21 Develop or renew City plans, strategies and approaches to ensure the goals and policies of this Plan are actionable and realized over time. Such strategies may be cross-departmental (e.g. strategic plans and business plans) or within a particular subject area or discipline (e.g. master plans).
- 14.22 Give priority to policies in Part A in the event of any conflict that may exist between policies in Part A and Part B.

### Secondary Plans and Concept Plans

- 14.23 Require the preparation of secondary plans where the City, at its discretion, requires a comprehensive land-use, servicing and design solution for a particular area of the city (e.g. new or existing neighbourhoods; employment areas).

- 14.24 Require secondary plans to form part of this Plan, as sub-areas, to be adopted by bylaw in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.25 Regard the following planning instruments as types of secondary plans, which form part of this Plan following Council approval:
  - 14.25.1 “Neighbourhood Plans” which apply to existing, new or *mixed-use* neighbourhoods;
  - 14.25.2 “Industrial Area Plans” or “Commercial Area Plans” which apply to existing or new industrial areas or commercial areas;
  - 14.25.3 “Corridor Plans” which apply to corridor redevelopment areas.
- 14.26 Require that secondary plans provide the following, where the plan area constitutes a large tract of land (e.g. 200 hectares or greater, or as determined by the City) and multiple development phases:
  - 14.26.1 A high-level solution only (e.g. conceptual solution for location, design and function) for major land-use and servicing elements;
  - 14.26.2 A strategy for requiring concept plans, which provide detailed solutions for land-use, servicing and development staging.
- 14.27 Require the preparation of concept plans where the City, at its discretion, requires a detailed land-use (location, type and density), servicing and staging solution for a particular area of the city (e.g. phase of development within a secondary plan area or *infill* site).
- 14.28 Require concept plans to form part of this Plan or an approved secondary plan, where applicable, to be adopted by resolution in accordance with *The Planning and Development Act, 2007* (as amended).
- 14.29 Ensure that secondary plans and concept plans address the following, unless waived by the City:
  - 14.29.1 Overall conformity with this Plan and any applicable secondary plan or other applicable instrument (e.g. Transportation Master Plan);
  - 14.29.2 The location of various land-use categories and densities, including open space networks and features, potential school sites, civic sites and ACTIVITY CENTRES;

- 14.29.3 The location and function of transportation and utility networks, including transit and active transportation (e.g. cycling; pedestrian) routes and linkages;
  - 14.29.4 How the proposed development will integrate with adjacent development, neighbourhoods and the rest of the city;
  - 14.29.5 A plan for staging the development over time, including road and utility infrastructure;
  - 14.29.6 Any other matter the City deems necessary, in accordance with *The Planning and Development Act, 2007* (as amended), and this Plan.
- 14.30 Ensure that secondary plans address the following, in addition to the matters set forth in Policy 14.29, unless waived by the City:
- 14.30.1 How the City's *density* targets, housing objectives and guidelines and policies for *complete neighbourhoods* will be achieved;
  - 14.30.2 The function and design, where applicable, of: individual neighbourhoods or districts/precincts; different street types proposed; URBAN CENTRES/*neighbourhood hubs*; major landscaping features and green infrastructure elements; the *public realm*;
  - 14.30.3 Social, economic, environmental and cultural issues, as required;
  - 14.30.4 A strategy for preparing and adopting concept plans in order to provide a detailed land-use and servicing strategy for major development phases.
- 14.31 Ensure that secondary plans and concept plans are prepared in accordance with guidelines prepared by the City, which direct plan purpose and content.
- 14.32 Require secondary plans and concept plans to be substantiated by analysis and studies, which demonstrate the viability of the proposed land-use and servicing strategies, including, where required by the City: traffic impact assessments; servicing templates; environmental, ecological and geotechnical assessments; fiscal impact analyses; any other study, as required by the City.
- 14.33 Require transportation and servicing analyses for secondary plans and concept plans to identify implications for off-site or system-wide improvements, which are required to facilitate the proposed development and each phase of the proposed development.
- 14.34 Require development proponents to undertake the following, through a meeting with the City, prior to submission of a secondary plan:
- 14.34.1 Identification of a public and stakeholder engagement strategy;
  - 14.34.2 At least one comprehensive design charrette exercise between the proponent and City administration in order to develop the preliminary vision, design and servicing options; and
  - 14.34.3 Identification of a general work program and schedule for carrying out the planning exercise.
- 14.35 Require that all "secondary plans" and "neighbourhood plans", which formed part of the former official community plan (Regina Development Plan—Bylaw 7877), form part of this Plan as secondary plans.
- 14.36 Require that any concept plans adopted by resolution pursuant to any former official community plan are continued under this Plan; however, the City will support appropriate amendments to any existing approved concept plan in order to enhance conformity with this Plan.
- 14.37 Require that any secondary plan policy that is inconsistent with Part A of this Plan, or *The Planning and Development Act, 2007* (as amended), be considered as null and void and nonbinding.
- 14.37A Require that the planning for new schools is done in accordance with the following policies:



14.37A.1 Where a Secondary Plan or Concept Plan is being prepared:

14.37A.1.1 The City shall consult with the Government of Saskatchewan and the affected school divisions to determine the need and, where applicable, size and location for new school(s); and

14.37A.1.2 The location for new school site(s), where applicable, shall be illustrated conceptually within Secondary Plans, specifically within Concept Plans, or otherwise as required by the City.

14.37A.2 Where a new school is deemed to be required, the City:

14.37A.2.1 Should require that land (e.g. municipal reserve dedication) or money (e.g. money in lieu of municipal reserve dedication; levies) be provided through the affected subdivision process(es) for the purpose of accommodating the school site; and

14.37A.2.2 Shall seek a financial contribution, where the proposed school benefits an adjacent municipality, which may include proportionally equitable monetary contributions from any benefitting municipality.

## Goal 7 – Zoning Bylaw Compliance

**Ensure that the Zoning Bylaw facilitates development in accordance with the goals and policies of this Plan.**

14.38 Ensure that the Zoning Bylaw establishes the necessary standards and regulations to facilitate the goals and policies of this Plan, and that the bylaw conforms to this Plan and *The Planning and Development Act, 2007* (as amended).

14.39 Provide for land-use districts (zones), permitted and discretionary uses, site regulations, general and specific development standards, special land use and development control mechanisms (e.g. contract zoning), administrative procedures and any other matter that City Council determines to be appropriate or necessary to achieve the intent of this Plan through the Zoning Bylaw.

14.40 Ensure that applications to amend the zoning bylaw and discretionary use applications consider the following:

- 14.40.1 The nature of the proposal and its conformity with all relevant sections of this Plan, as well as any approved concept plans;
- 14.40.2 The need to protect all forms of land use from harmful encroachments by incompatible uses;
- 14.40.3 The capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;
- 14.40.4 The capability of existing community infrastructure to service the proposal, including water and sewer services, *parks*, schools, and other utilities and community services;
- 14.40.5 The impact of the proposal on the continued viability of the local community and local community services;
- 14.40.6 The on-going need to promote a compact and efficient city form; and
- 14.40.7 Any other matter authorized by this Plan or *The Planning and Development Act, 2007* (as amended).

- 14.41 Encourage the Province to accommodate the use of additional innovative zoning techniques (e.g. inclusionary zoning, more expansive design controls and incentive mechanisms) in any future amendment to *The Planning and Development Act, 2007* (as amended).

## Goal 8 – Contract Zones

**Support beneficial development proposals that meet the intent of this Plan, but require special regulatory treatment to address unique characteristics.**

- 14.42 Apply a Contract Zone designation, at Council's discretion, to development proposals that do not conform with existing zoning requirements (e.g. use of land, site, development or servicing standards, etc.), or that require special regulatory control to ensure compatibility with adjacent development, with the provision that the proposed development:
- 14.42.1 Conforms with the general intent of this Plan or any applicable concept plan; and
  - 14.42.2 Is compatible with existing adjacent development and, where applicable, contributes beneficially to the adjacent *public realm*.
- 14.43 Enter into a Contract Zone agreement with the affected landowner to address those matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) prior to applying the Contract Zone.
- 14.44 Ensure conformity with Policy 14.42 by including the following types of conditions, at Council's discretion as part of the Contract Zone agreement:
- 14.44.1 Restrictions on the use of land; the form, height and location of buildings; or the hours or periods of operation;
  - 14.44.2 Requirements respecting specified or unique landscaping, lighting, noise control, signage, site layout/design, on-site parking, and pedestrian infrastructure standards; and
  - 14.44.3 Limitations on the duration of the agreement or proposed development.
- 14.45 Require a performance bond to ensure completion of the agreement, at Council's discretion.

## Goal 9 – Direct Control Districts

**Support the development of a unique or special area or district through the application of specific standards and regulations.**

- 14.46 Apply the Direct Control District (DCD) designation at Council's discretion to development proposals that require, or would benefit from, regulations and standards specific to that development proposal in the following contexts:
- 14.46.1 Areas that are significantly constrained by topographical conditions, natural constraints or hazards, and incompatible or potentially hazardous land uses;
  - 14.46.2 Areas that are considered important because they include, or are surrounded by, significant heritage resources, environmentally sensitive or unique or important natural landscapes; and
  - 14.46.3 Unique existing area (e.g. Downtown, Warehouse District, Former Diocese of Qu'Appelle District and Centre Square Neighbourhood); and
  - 14.46.4 Pilot projects for testing new innovative development forms.
- 14.47 Where applicable, require through the Zoning Bylaw and/or a development agreement, that the proposed development(s):
- 14.47.1 Provides for a compatible interface with adjacent land use and development;
  - 14.47.2 Provides for safe and efficient vehicular and pedestrian access, giving consideration to surrounding traffic circulation patterns;
  - 14.47.3 Provides an adequate level of transportation and utility services;
  - 14.47.4 Includes a private outdoor amenity area(s) or public open space(s);
  - 14.47.5 Includes measures for protecting important natural or heritage resources;
  - 14.47.6 Adheres to specified building architecture and design standards;
  - 14.47.7 Adheres to specified provisions relating to



- the use of land, performance and operations of land use or businesses;
- 14.47.8 Adheres to specified site and *urban design* standards, including but not limited to lighting, signage, landscaping, parking and loading areas, setbacks, and buffers; and
  - 14.47.9 Considers Appendix A – Guidelines for Complete Neighbourhoods.
- 14.48 Require, where applicable, that the affected landowner enter into a development agreement with the City to:
- 14.48.1 Address any of the matters set forth and authorized by *The Planning and Development Act, 2007* (as amended) or this Plan;
  - 14.48.2 Ensure that the development proponent constructs and/or maintains, or pays the City to construct and maintain, all transportation and utility infrastructure required to facilitate the proposed development(s); and
  - 14.48.3 Ensure that the proposed development is constructed within a certain timeframe and in accordance with specified construction and maintenance requirements.
- 14.50 Set out the following information within the Zoning Bylaw regarding the authorization of relaxations to specified Zoning Bylaw requirements:
- 14.50.1 The circumstances and/or general locations (e.g. DOWNTOWN) where relaxation of specified Zoning Bylaw requirements may be authorized;
  - 14.50.2 The nature and extent of exceptions that may be allowed, including limits to their application; and
  - 14.50.3 The type, number or amount of *community amenities* or improvements to the built environment that may be accepted in exchange for a given exception in a particular location.
- 14.51 Enter into an agreement with the development proponent with respect to the facilities, services or improvements to be provided where the City agrees to relax specified requirements of the Zoning Bylaw in exchange for improvements to the *public realm*, or other *community amenities*.
- 14.52 Consider expanding the Zoning Bylaw or using other tools to secure contributions from development to improve the *public realm*.

## Goal 10 – Exceptions to Development Standards

**Support improvements to the *public realm*, or other public benefits, through the relaxation of specified Zoning Bylaw requirements, bonusing and other mechanisms.**

- 14.49 Support the relaxation of specified Zoning Bylaw requirements to support or achieve improvements to the *public realm* or other public benefits in cases where:
- 14.49.1 The relaxation will not be contrary to the general purpose of the zone; and
  - 14.49.2 The Zoning Bylaw establishes the facilities, services or other matters which will be provided where the general standards have been relaxed.

## Architectural Control

**District:** *An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.*

## Goal 11 – Small Lot Zoning

**Support the small lot character of inner city neighbourhoods and encourage smaller lot size in new neighbourhoods.**

- 14.53 Apply narrow lot zoning in older residential neighbourhoods (determined by the City) with special site and parking regulations.
- 14.54 Consider allowing small residential lots comparable to those found in typical inner city neighbourhoods to accommodate single detached, row house and town house dwellings in all residential zones where there is a back lane and where appropriate.

## Goal 12 – Architectural Control Districts

**Protect or support architectural character or building design, where appropriate.**

- 14.55 Designate an area, at Council's discretion, as an *Architectural Control District* (or *Overlay District*), as per *The Planning and Development Act, 2007* (as amended), to implement and enforce specified architectural design standards where this Plan or an approved concept plan sets forth guidelines for the architectural detail and design of buildings for a particular area.
- 14.56 Consider supporting the use of the *Architectural Control District* in the following contexts:
  - 14.56.1 Where it is considered desirable to preserve the architectural character of an area, deemed to be important for historical or cultural purposes;
  - 14.56.2 Where it is considered desirable to promote particular design characteristics for an area, in order to support a more aesthetically pleasing environment and/or enhanced *public realm*;
  - 14.56.3 To prevent specific undesirable architectural or design features;
  - 14.56.4 To support "green building" design (e.g. passive solar design, energy efficient materials, "green roofs", etc.); and

- 14.56.5 Where the intent is to implement the applicable building design guidelines outlined in the Appendix A – Guidelines for Complete Neighbourhoods.
- 14.57 Include architectural design standards and any appropriate instructions for applying and regulating the standards, in accordance with guidelines set forth in this Plan or an approved concept plan, for designated ARCHITECTURAL CONTROL DISTRICTS within the Zoning Bylaw (see Map 8 – Cultural Resources).
- 14.58 Identify appropriate architectural design standards with requests to designate new ARCHITECTURAL CONTROL DISTRICTS.
- 14.59 Delegate to the Development Officer the responsibility for reviewing and issuing development permits in ARCHITECTURAL CONTROL DISTRICTS through the Zoning Bylaw.
- 14.60 Set out the application process, and review mechanisms and any applicable fees related to development permits in ARCHITECTURAL CONTROL DISTRICTS through applicable bylaws.













SECTION F

# Maps







## SECTION F

# Maps

**Map 1 – Growth Plan**

**Map 1a – RM of Sherwood – City of Regina Growth Intentions**

**Map 1b – Phasing of New Neighbourhoods**

**Map 1c – Intensification Boundary and Areas**

**Map 2 – Regina Census Metropolitan Area**

**Map 3 – Regional Policy Context**

**Map 4 – Environment**

**Map 5 – Transportation**

**Map 6 – Office Areas**

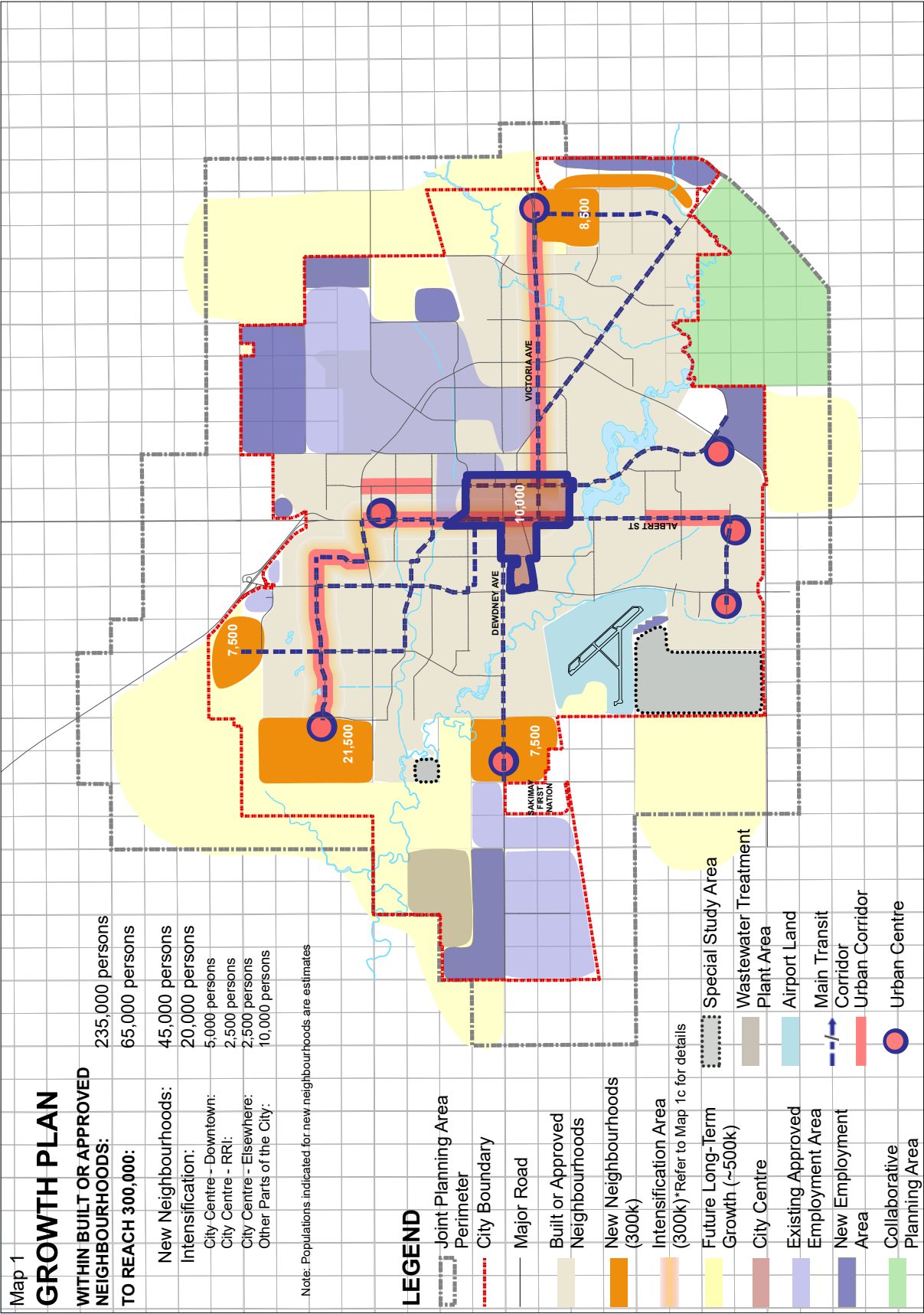
**Map 7 – Parks, Recreation and Open Space**

**Map 8 – Cultural Resources**

**Map 9 – Health and Safety**

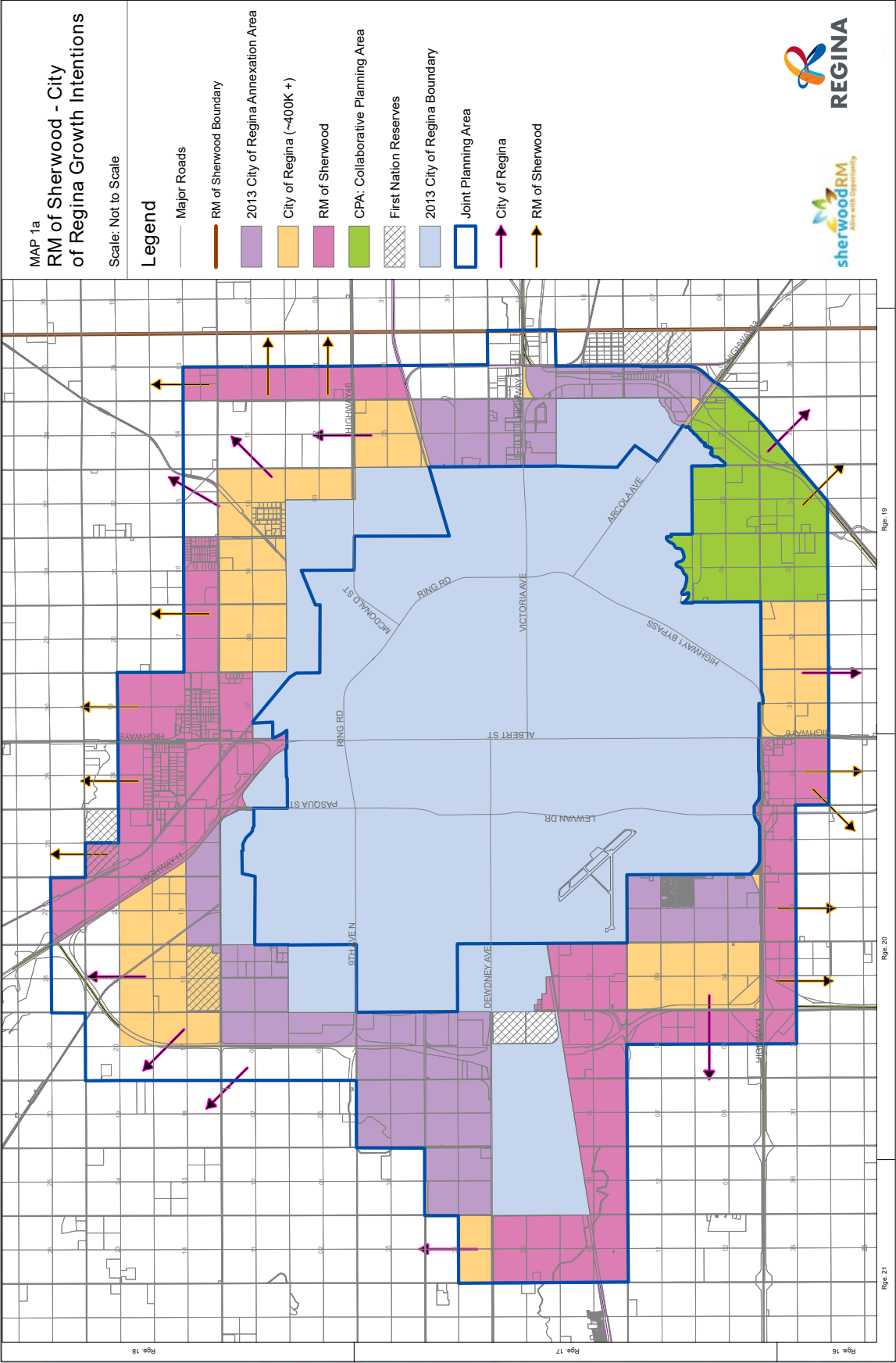
**Map 10 – Airport Vicinity**

MAP 1: GROWTH PLAN

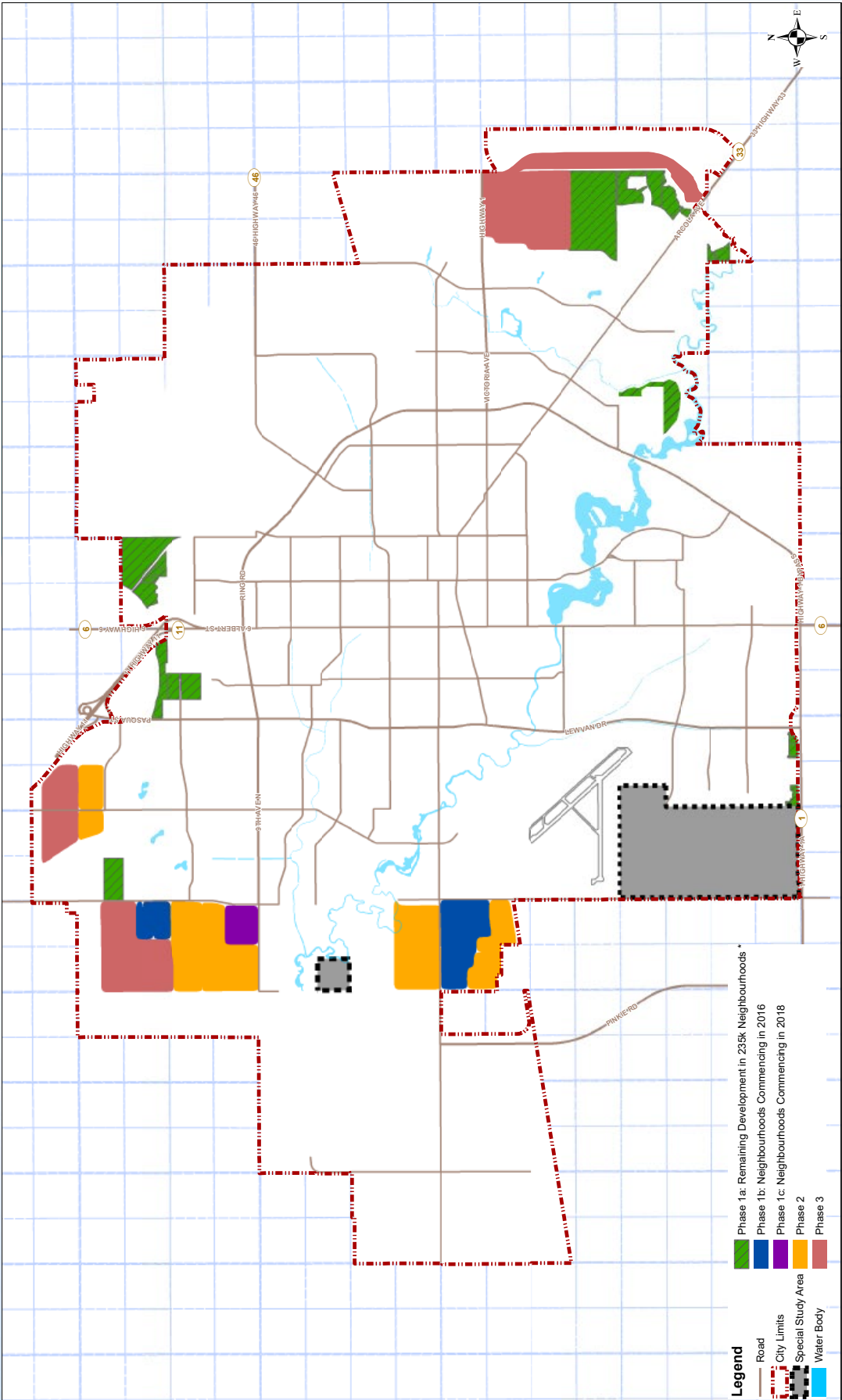




MAP 1a: RM OF SHERWOOD – CITY OF REGINA GROWTH INTENTIONS

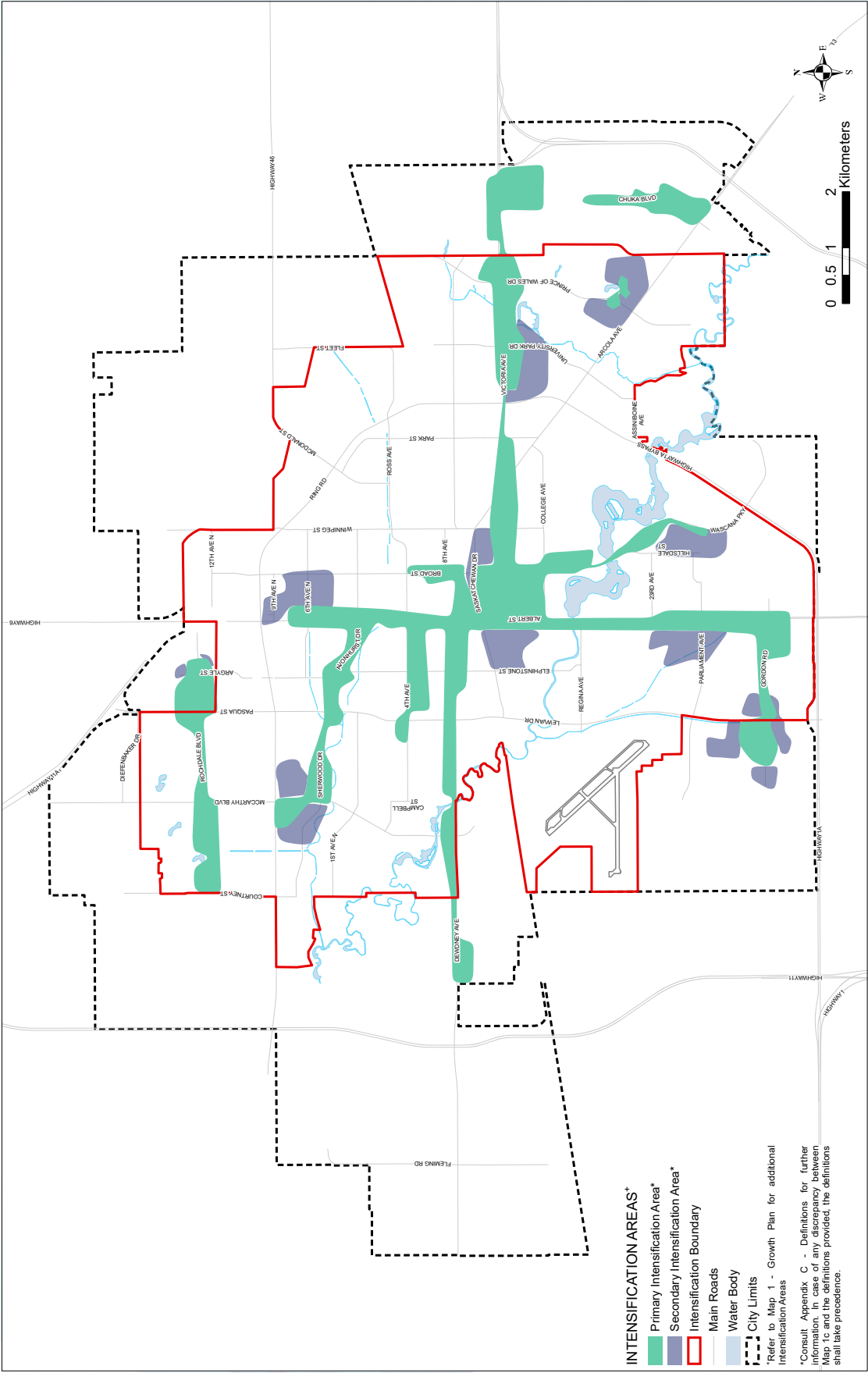


MAP 1b: PHASING OF NEW NEIGHBOURHOODS

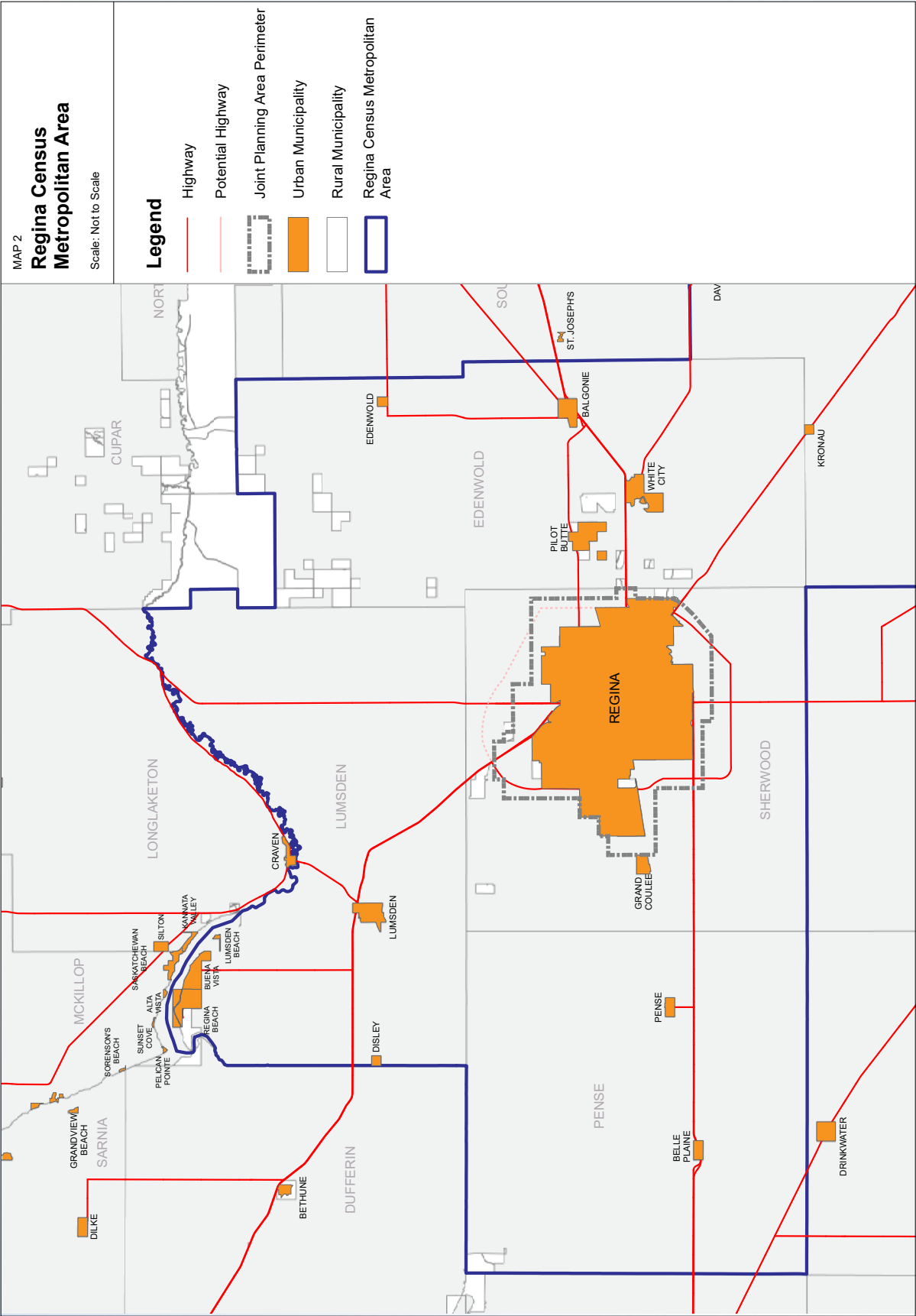




MAP 1c: INTENSIFICATION BOUNDARY AND AREAS

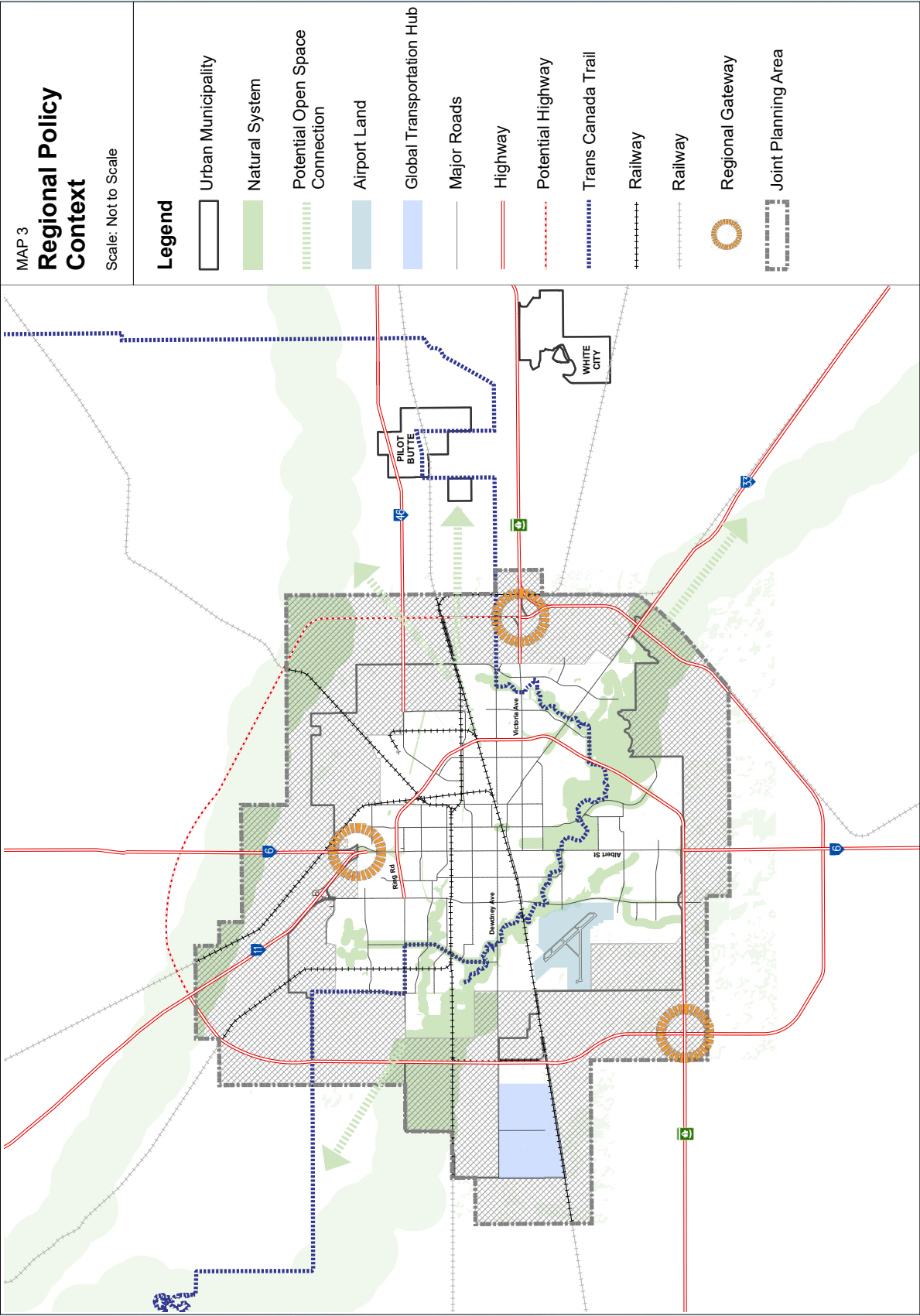


MAP 2: REGINA CENSUS METROPOLITAN AREA

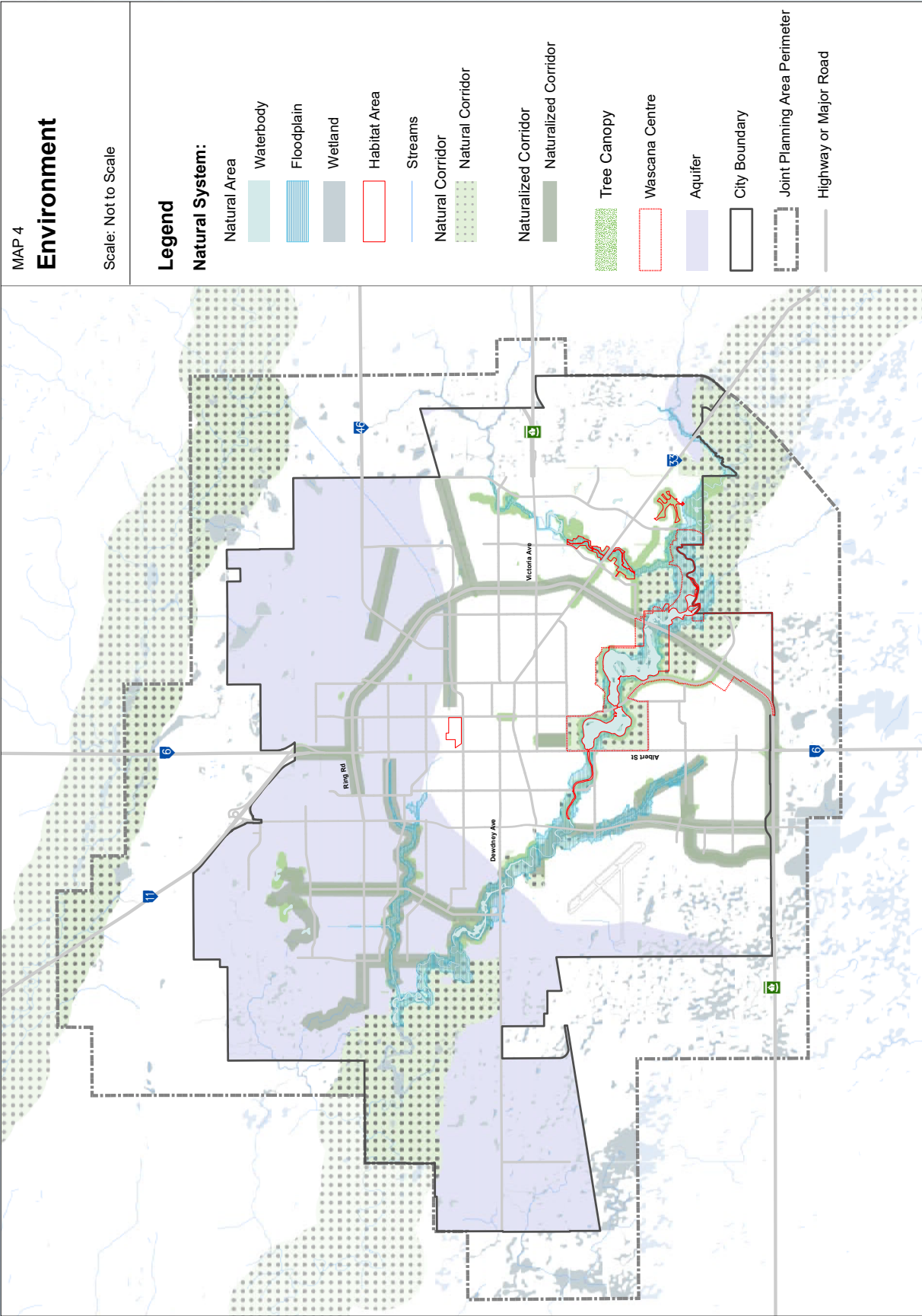




MAP 3: REGIONAL POLICY CONTEXT

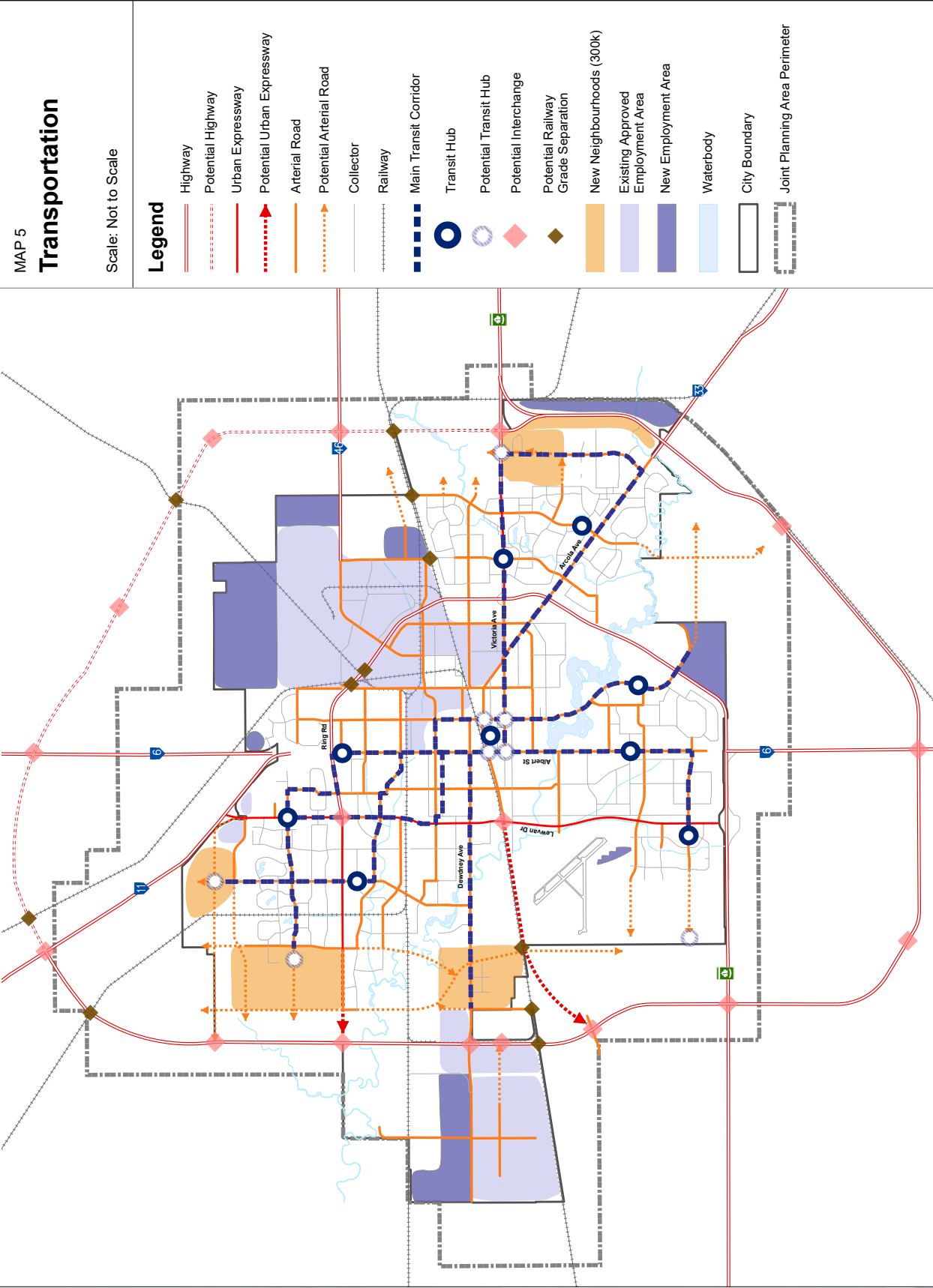


MAP 4: ENVIRONMENT

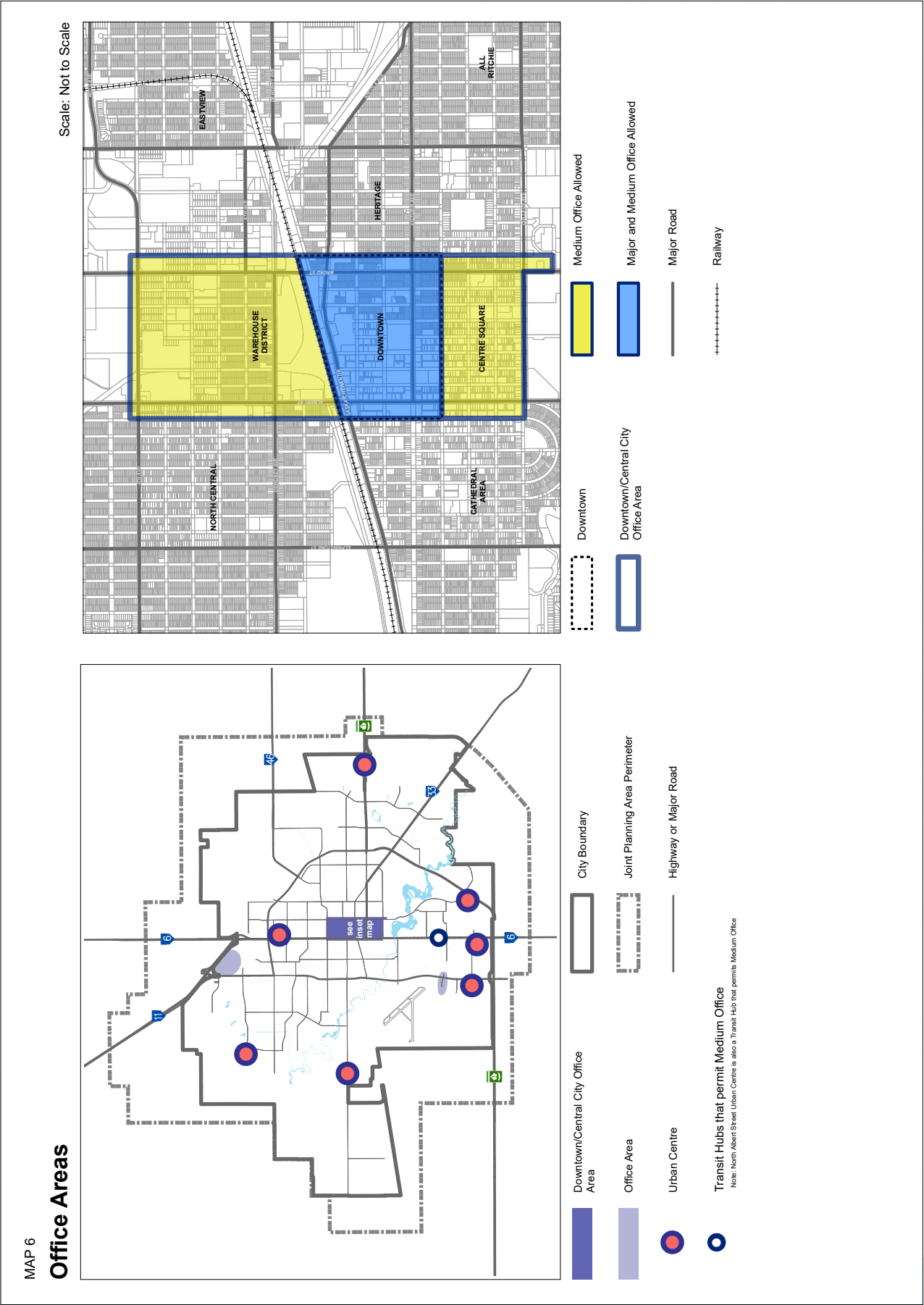




MAP 5: TRANSPORTATION

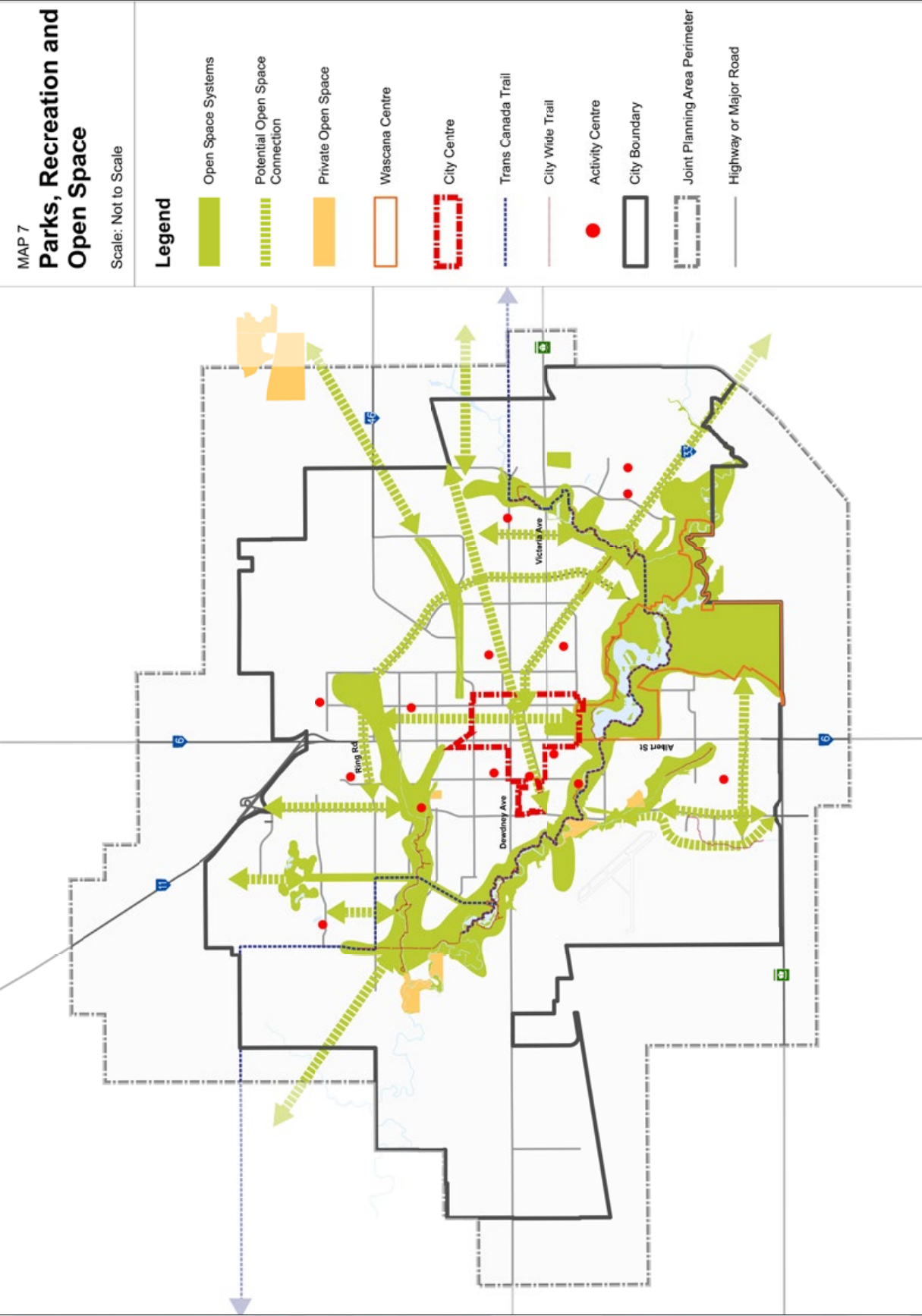


MAP 6: OFFICE AREAS

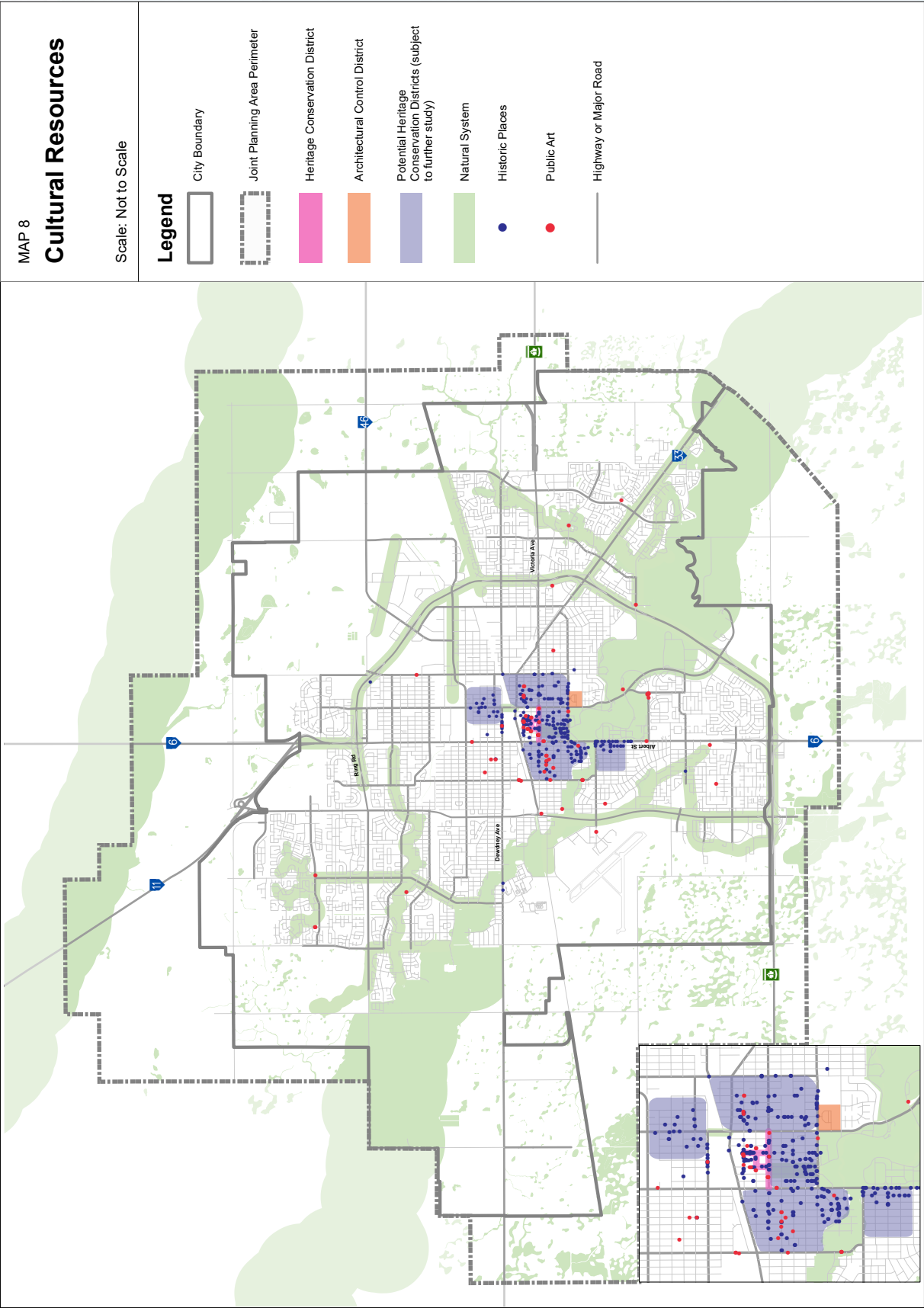




MAP 7: PARKS, RECREATION AND OPEN SPACE

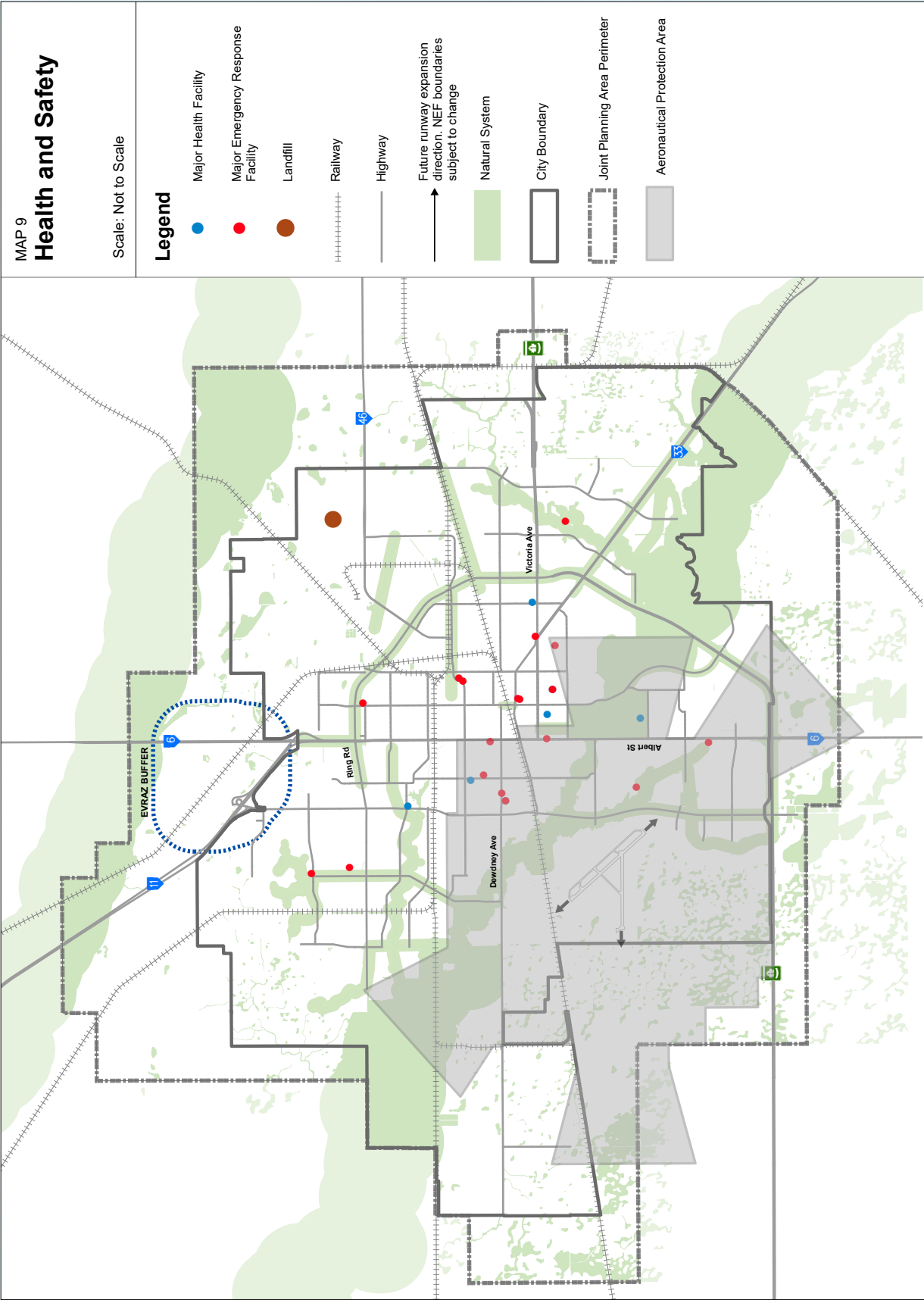


MAP 8: CULTURAL RESOURCES

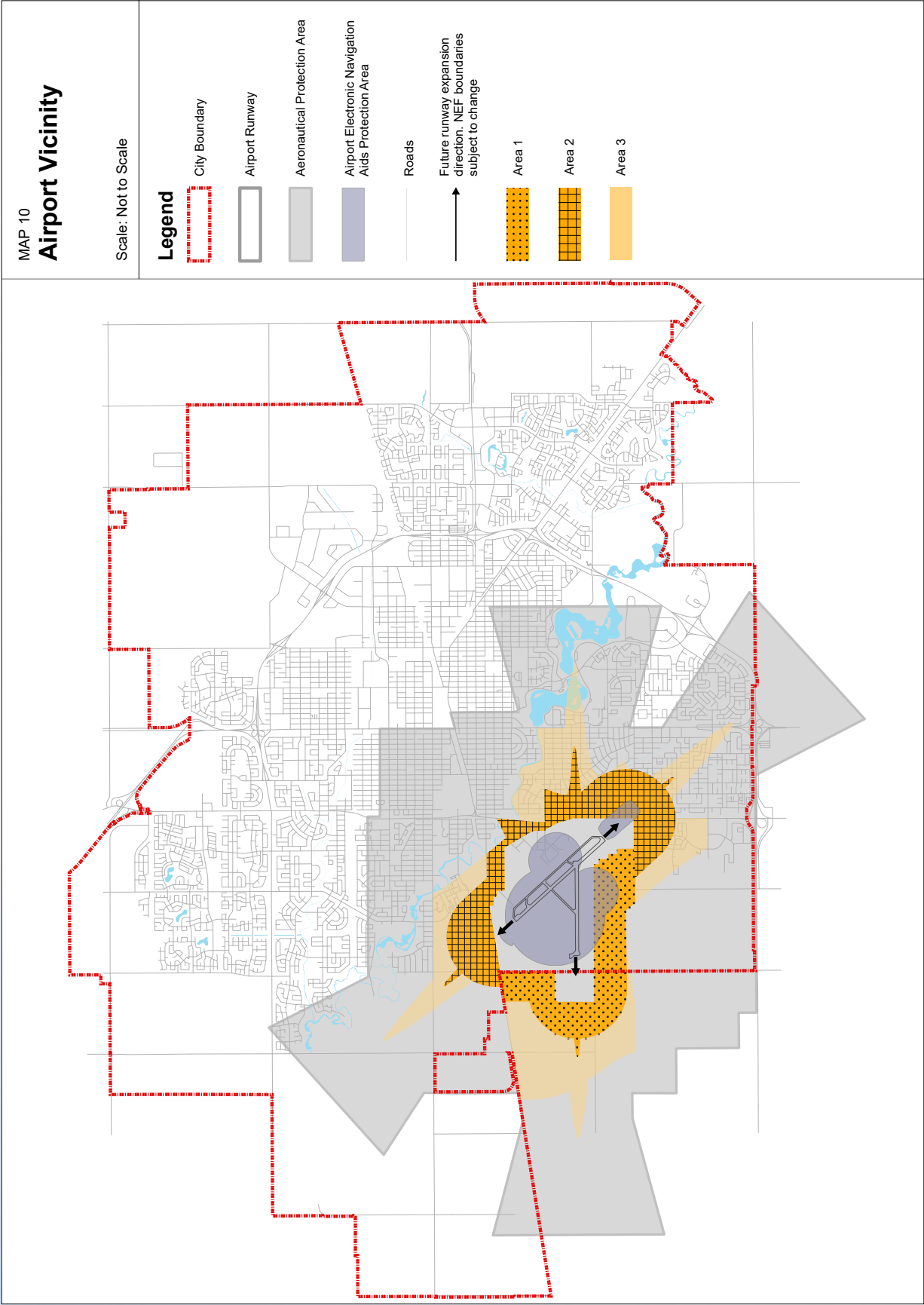




MAP 9: HEALTH AND SAFETY



MAP 10: AIRPORT VICINITY















# Appendices



## APPENDIX A

# Guidelines For Complete Neighbourhoods

## COMPLETE NEIGHBOURHOODS PROVIDE:

- Safe, *accessible* and connected modes of transportation including roads, transit and cycling and pedestrian routes;
- A diversity of rental and owned housing forms that are attainable to a range of incomes for a variety of household types and sizes and for individuals of all stages of life;
- Convenient *access* to employment;
- *Community resources*, services and amenities to allow residents to meet most of their daily needs;
- Civic gathering areas, *cultural resources* and heritage features that contribute to a distinctive character and support a *sense of place* and community; and
- Access to parks, open space and the city's NATURAL SYSTEM.

## Definition

The City of Regina is committed to building *complete neighbourhoods* that are living, dynamic and unique entities that evolve over time. The concept of complete neighbourhoods is applicable to every area of the city, but it recognizes the unique aspects that differentiate one neighbourhood from another.

Complete neighbourhoods are places where residents enjoy their choices of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs. Most importantly, complete neighbourhoods provide easy access to the daily life necessities for people of all ages, abilities and backgrounds in an engaging and adaptable urban environment.

Each neighbourhood within the city will face various infrastructure and land-use decisions required to create a complete neighbourhood. To identify each neighbourhood's needs, the city will require active and a wide-ranging public participation process that includes identifying *specific needs*.

## Guidelines

The City supports the concept of complete neighbourhoods for development in new and existing areas. Figure 2 – Complete Neighbourhood Model depicts what a complete neighbourhood may look like and include. The preparation of secondary plans and concept plans should incorporate and reflect these guidelines that support the policies as per Goal 1, of Section D5 (Land Use and Built Environment) of this Plan. This goal requires that NEW NEIGHBOURHOODS, NEW MIXED-USE NEIGHBOURHOODS, INTENSIFICATION AREAS and BUILT OR APPROVED NEIGHBOURHOODS are planned and developed to include the following:



**POLICY 7.1.1**

**A collaborative planning process involving stakeholders.**

**Guidelines:**

- Participants should include landowners, City staff and other stakeholders, such as school boards, adjacent community associations, utility providers, and applicable provincial agencies.
- Consultation could include public meetings, design charrettes, technical workshops, and other activities as required.
- Consultation with the City should occur early on in the process to identify: policy and servicing parameters; an engagement strategy; and the preliminary design concept.

**POLICY 7.1.2**

**Integration and interconnectivity with all adjacent neighbourhoods, the city and, where appropriate, the region.**

**Guidelines:**

- Integrate neighbourhoods with the city's NEW NEIGHBOURHOODS, URBAN CORRIDORS, the NATURAL SYSTEM, transportation networks, *parks*, open space and multi-use *pathways*.
- Consider and plan each neighbourhood within the greater context of surrounding areas to ensure synergies.
- Ensure that NEW NEIGHBOURHOOD development is appropriately integrated with existing neighbourhoods.
- Endeavour to ensure the design and function of arterial and major *collector* streets allows for safe, convenient and multi-modal *access* between neighbourhoods.

**POLICY 7.1.3**

**A framework, where appropriate, of smaller neighbourhood districts and a centrally located neighbourhood hub.**

**Guidelines:**

- Support a block pattern for each district based on a grid or modified grid layout, to allow for easy *wayfinding* and *accessibility*, multiple travel options and *traffic calming*.
- All NEW NEIGHBOURHOODS should have a centrally located *neighbourhood hub(s)*, which serves as the primary focal area of the community and location for ACTIVITY CENTRES, TRANSIT HUBS, higher *density* residential, *mixed-use*, retail and services and recreational and *cultural resources*.
- Design and locate *neighbourhood hubs* so they are pedestrian oriented and within walking distance of residential areas.
- Sufficient land should be reserved for the *neighbourhood hub*; however, planning, design and zoning, should allow for land-use flexibility.
- New schools and other institutional uses should be encouraged to locate within, or in close proximity to, *neighbourhood hubs*.
- Ensure that the design of the *neighbourhood hub* allows for changing conditions over time, to accommodate variations in land use.

**POLICY 7.1.4**

**Opportunities for daily lifestyle needs, such as services, convenience shopping, and recreation.**

**Guidelines:**

- Cluster complementary uses together in the *neighbourhood hub(s)*, ensuring that sufficient land is reserved and appropriately phased in.
- Ensure that sufficient population and densities exist to support amenities and services within walking distance of most homes.
- Ensure that the location of higher *density* housing works with the location of transit, amenities and services.
- Prepare market analyses to determine the amount and type of services and amenities that are viable.
- Consult with the school boards during the initial stages of developing a secondary plan or concept plan to determine school requirements and location.

**POLICY 7.1.5**

**A diversity of housing types to support residents from a wide range of economic levels, backgrounds and stages of life, including those with *specific needs*.**

**Guidelines:**

- Ensure a good mixture of residential types, tenures and densities to promote *inclusive* and vibrant neighbourhoods.
- Consider alternative housing types, such as garden suites, live-work units, small-lot detached dwellings, and *mixed-use* buildings.
- Ensure that neighbourhoods include densities sufficient to support transit and commercial and recreational amenities.

**POLICY 7.1.6**

**Specialized open space, such as squares, civic centres, and *parks*, which are optimally located and designed.**

**Guidelines:**

- Situate *parks* so they act as important focal points for the neighbourhood.
- Ensure *parks* are compatible with other amenities and are readily *accessible* by walking, cycling, and transit.
- Avoid backyards abutting *parks*, as this creates a barrier to the broader community and does not support *access* or visibility.
- Consider a multi-purpose open space component, designed to accommodate change over time to accommodate school and recreational opportunities, civic uses and other public amenities.
- Include formal urban *park* space, such as plazas and squares, which can act as locations for important civic events and gatherings.
- Where possible, design storm-water ponds and channels to function as NATURAL SYSTEM and areas for recreation, incorporating native vegetation.

**POLICY 7.1.7**

**Streets, pedestrian paths and bike paths that contribute to a network of fully-connected, safe and *accessible* routes to all destinations.**

**Guidelines:**

- Sidewalks should be separated from streets by landscaped strips, street trees and curbs, especially in primarily residential areas.
- Encourage rear-lane access to homes to provide a more enjoyable and safe street space.
- Avoid long blocks and street walls that limit interconnectivity, and incorporate mid-block walkways into blocks greater than 250m in length.



- Avoid curvilinear, loop and cul-du-sac street design, as this pattern limits transportation and servicing interconnectivity.
- Ensure safe, walkable and aesthetically pleasing *active transportation* connections between districts and *neighbourhood hubs*, parks, amenities and institutional uses.
- Ensure that neighbourhoods are well connected to URBAN CENTRES and URBAN CORRIDORS for access to citywide amenities and employment areas.

#### **POLICY 7.1.8**

##### **A distinctive character, identity and sense of place.**

###### **Guidelines:**

- Incorporate place-making features through planning and design, such as view corridors, terminating vistas, focal points and landmarks.
- Ensure that *neighbourhood hubs* are optimally planned and designed to serve as distinctive common areas that define their neighbourhoods.
- Incorporate, where applicable, existing significant natural features or HISTORIC PLACES into the neighbourhood.
- Work with the City to identify ways to support the identity of a neighbourhood.
- Avoid walls that segregate and visually block neighbourhoods from adjacent streets and neighbourhoods.
- Allow for a variety of building designs.

#### **POLICY 7.1.9**

##### **Buildings which are designed and located to enhance the public realm, and which contribute to a better neighbourhood experience.**

###### **Guidelines:**

- Provide appropriate setbacks between homes and streets to support an enhanced street environment.
- Where garages front streets, set garages back, relative to the front wall, so they do not dominate the front yard.
- Frame strategic intersections, *neighbourhood hubs* and significant public spaces with larger buildings, such as multi-unit residential and *mixed-use* development, in order to accentuate these focal points and support their use.
- Avoid direct frontage onto arterial streets, except where they function as well-designed, landscaped, multi-modal streets.
- Create active streetscapes through ground floor uses and by limiting at-grade parking and blank facades to provide a sense of activity, safety and surveillance, and “eyes on the street.”

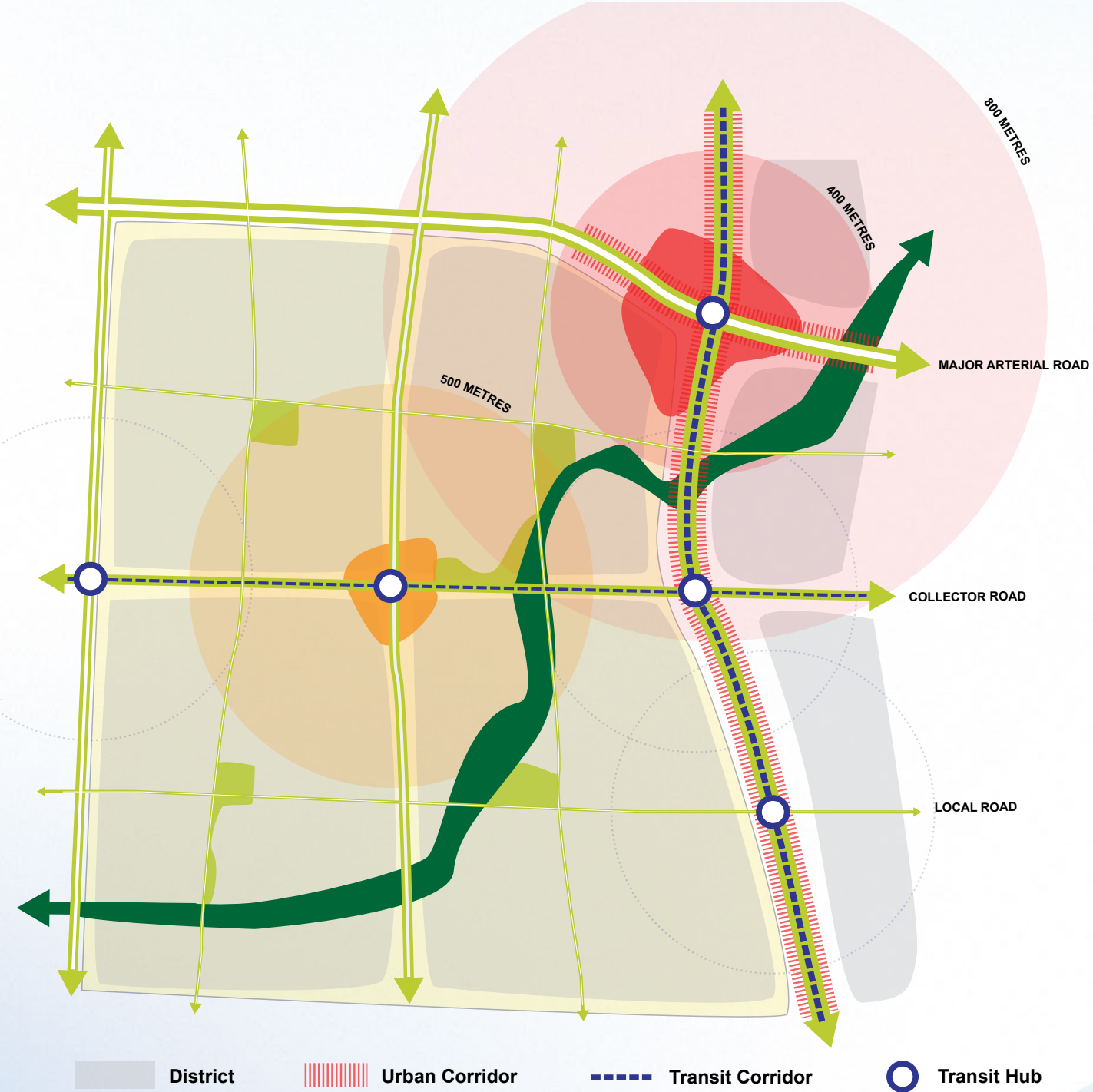
#### **POLICY 7.1.10**

##### **Convenient access to areas of employment.**

###### **Guidelines:**

- Integrate live-work opportunities, where appropriate, into development.
- Allow for appropriately scaled employment opportunities within or adjacent to *neighbourhood hubs* and NEW NEIGHBOURHOODS.
- Support transit service to places of employment by connecting *neighbourhood hubs* with NEW NEIGHBOURHOODS, URBAN CORRIDORS and the DOWNTOWN.
- Ensure that street and block patterns allow for a changing and adaptable urban environment.

FIGURE 2: COMPLETE NEIGHBOURHOOD MODEL





## LEGEND: COMPLETE NEIGHBOURHOOD MODEL

**COMPLETE NEIGHBOURHOOD**

Diverse Housing Options  
 Commercial / Office / Services  
 Employment Areas  
 Institutional Areas (Schools)  
 Recreational Uses (Activity Centres)  
 Transportation Network  
 Parks and Open Space Network  
 Natural System  
 Distinctive Neighbourhood Characteristic  
 (Cultural Resources)

**URBAN CENTRE**

Commercial/Office Areas  
 Employment Areas  
 Higher Density Residential  
 Mixed-Use Areas  
 Transit Hub

**NEIGHBOURHOOD HUB**

Activity Centres  
 Transit Hubs  
 Higher Density Residential  
 Mixed-Use Areas  
 Neighbourhood Retail / Services  
 Community Resources

**PARKS AND OPEN SPACE NETWORK**

Street Trees  
 Parks  
 Plazas  
 Squares  
 Pathways

**NATURAL SYSTEM**

Habitat Areas  
 Stormwater Ponds/Channels  
 Waterbody  
 Floodplain  
 Naturalized Corridors

**TRANSPORTATION**

Various Road Types  
 Transit Corridors  
 Express Transit Corridors  
 Transit Hub  
 Bike Paths  
 Sidewalks

## APPENDIX B

Repealed (#2024-44, s.6, 2024)





## APPENDIX C

# Definitions

<b>access/accessible/ accessibility:</b>	A general term used to describe the degree to which an activity, service, or physical environment is available to as many people as possible, regardless of their physical abilities or socio-economic background. Improving accessibility involves removing economic, physical, cultural, and transportation barriers to participation in programs, projects and facilities.
<b>accessory suite:</b>	A residential suite that is detached from the main house but within the same property boundaries; the suite can be over a garage or a freestanding laneway unit.
<b>active transportation:</b>	Modes of travel which rely on self-propulsion and include walking, cycling, rollerblading, skateboarding.
<b>ACTIVITY CENTRES:</b>	Areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities and other active uses connected, where feasible, by active transportation links.
<b>affordable housing:</b>	Housing where the cost does not exceed 30 per cent of the household's gross income excluding costs for utilities, parking or other related expenses.
<b>AIRPORT LAND:</b>	Land owned and operated by the Regina International Airport Authority.
<b>ARCHITECTURAL CONTROL DISTRICT:</b>	An overlay zone that is intended to preserve the physical character of an area or promote an established theme for an area. It may be used to control building sites and the architectural detail of the buildings within that area.
<b>attainable housing:</b>	A situation where households at various income levels can find and secure (attain) suitable, adequate, and affordable housing and can move on to other options. The definition recognizes the housing needs of the full range of income groups and households. Implicit in this usage of attainability is the idea that a range of housing options (type, accessibility levels, size, tenure, cost) exists in the local market.
<b>AQUIFER:</b>	An underground bed or layer of permeable rock, sediment or soil that yields water and is recharged by infiltration.
<b>barrier-free:</b>	To eliminate physical barriers to use or visitation, so that it is accessible to anyone regardless of age or physical ability, and without a need for adaptation.



<b>below market housing</b>	Housing for individuals and families who are at or below the Maximum Income Thresholds as defined by the City's Housing Incentives Policy. Below market rental developments are also defined as those that provide units that are at or below Maximum Rental Rates as defined by the City's Housing Incentives Policy.
<b>bikeway:</b>	A facility designed for the movement of bicycles and can be either on- or off-street.
<b>brownfield:</b>	Undeveloped or previously developed properties that may be contaminated. These are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.
<b>BUILT OR APPROVED NEIGHBOURHOODS:</b>	Comprise lands that are predominately built or approved residential areas that will be subject to additional change through limited intensification in accordance with this Plan.
<b>CITY CENTRE:</b>	The area of Regina that includes the Downtown and surrounding neighbourhoods, or portions of these neighbourhoods, which is planned for 10,000 new residents through intensification. The City Centre area and boundary is depicted on the Growth Plan.
<b>COLLABORATIVE PLANNING AREA:</b>	See Policy 3.17
<b>collector:</b>	A road designed to provide circulation within communities and connectivity between local and arterial roadways. Direct access to and from abutting properties is permitted.
<b>community amenity:</b>	A built form or public realm feature, element, or structure that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.
<b>community garden:</b>	A single piece of land gardened collectively by a group of people for fruits, vegetables, or flowers.
<b>community resources:</b>	The broad support system provided by the public, private, and community sectors to enhance the quality of life in a community. It includes programs, services, amenities and physical structures such as schools, churches, libraries, parks and other cultural resources.
<b>complete neighbourhoods:</b>	See Appendix A.

<b>complete street:</b>	A policy and design approach for streets to ensure the provision of safe and comfortable movement by all modes of travel.
<b>conventional transit system:</b>	A fixed network of bus routes that provide passenger transportation within the city (i.e. Regina Transit).
<b>Crime Prevention Through Environmental Design (CPTED):</b>	A set of design principles that reduce opportunities for crime and nuisance activity.
<b>culture:</b>	The whole complex of distinctive spiritual, material, intellectual and emotional features that characterizes a society or social group. It includes creative expression (e.g. oral history, language, artistic disciplines and crafts), community practices (e.g. traditional healing methods, traditional natural resource management, celebrations and patterns of social interaction that contribute to group and individual welfare and identity), and material or built forms such as sites, buildings, historic city centres, landscapes, art, and objects.
<b>cultural development:</b>	The policy, planning and capacity-building support for conserving and developing cultural resources to the benefit of community (social, cultural, environmental, and economic).
<b>cultural heritage:</b>	The intangible practices, expressions, knowledge, and skills of a community or an individual in addition to associated material instruments, public art, artifacts, objects, historic places and cultural spaces. The full list of cultural heritage resources is found in the City of Regina Cultural Plan.
<b>cultural landscape:</b>	A geographical area that has been modified, influenced or given special cultural meaning. A cultural landscape is often dynamic, a living entity that continually changes because of natural and human-influenced social, economic, and cultural processes.
<b>cultural resource(s):</b>	Any cultural activity or asset that contributes to culture, which includes cultural occupations (e.g. artist, graphic designers, cultural managers), cultural enterprises (e.g. museums, libraries, galleries), festivals and events (e.g. fairs, street festivals, music festivals), natural heritage (e.g. community gardens, significant parks), intangible cultural heritage (e.g. customs, traditions, ceremonies), cultural heritage (e.g. public art, plaques and monuments, built heritage properties), cultural spaces and facilities (e.g. cinemas, religious institutions, urban spaces) and community cultural organizations (e.g. arts groups, heritage groups). The full list of cultural resources is found in the City of Regina Cultural Plan.



<b>density:</b>	<p>The number of people inhabiting a given urbanized area, expressed by dividing the number of people by the given land area. Density can also refer to the total population, number of rooms or dwelling units, or available dwelling space (floor area). The land area can be expressed as a “gross” figure, or pared-down to a “net” usable land area.</p> <p>New neighbourhoods are to achieve a minimum overall gross population density of 50 persons per hectare (pph). This excludes any environmentally sensitive or other natural areas that will remain undeveloped (e.g. environmental reserve open space), large-format retail and industrial.</p>
<b>Density (low):</b>	<p>Low density refers to an area consisting primarily of lots with up to four units ( e.g. single detached, single detached with secondary suites, single detached with accessory suites, semi-detached, duplex, triplex, fourplex and townhouse with up to four units).</p>
<b>Density (medium):</b>	<p>Medium density refers to an area consisting primarily of lots with multi-unit buildings with more than four units ( e.g., townhouses; apartments up to four-storeys). Medium density development is often incorporated into development plans to transition low to high density development in neighbourhoods.</p>
<b>Density (high):</b>	<p>High density refers to an area consisting primarily of lots with a mix of apartment buildings ( e.g. apartments more than four-storeys).</p>
<b>DOWNTOWN:</b>	<p>A neighbourhood within the City Centre that is the primary hub for civic, cultural and major office uses. It is bound by 13th Avenue to the south, Osler St. to the east, the CP Rail line to the north, and Angus St. to the west. The Downtown consists of roughly 40 city blocks, and is situated adjacent to the other inner city neighbourhoods, connecting the Cathedral Neighbourhood, Heritage Neighbourhood, Centre Square Neighbourhood, North Central Neighbourhood, and the Warehouse District by its shared streets.</p>
<b>DOWNTOWN/CENTRAL CITY OFFICE AREA:</b>	<p>The central area of the City of Regina made up of the Downtown core and part of City Centre, as depicted on Map 6 – Office Areas.</p>
<b>ecological assessment:</b>	<p>A detailed and comprehensive evaluation that determines the short- and long-term impacts a development will have on identified natural features and functions. The assessment will also recommend and identify ways to minimize, mitigate, or eliminate these effects and/or compensate for their impacts. Ecological Assessment, if required, must be completed, reviewed and approved prior to a developments/project’s implementation.</p>

<b>ecosystems-based approach:</b>	A strategy for the integrated management of land, water and living resources that promotes conservation and suitable uses in an equitable way towards maintaining and enhancing underlying natural systems.
<b>emergency response infrastructure:</b>	Includes emergency response communications, facilities, features and access and response times.
<b>EXISTING APPROVED EMPLOYMENT AREAS:</b>	Comprise commercial or industrial lands that are either built or approved to accommodate a full range of employment-related uses.
<b>expansion:</b>	Refers to contiguous, outward development of lands peripheral to existing, developed lands in the city.
<b>flexzone:</b>	A mixed-use area permitting residential, offices, retail and compatible light industrial uses, in combination or single uses. It is intended to create coherent yet diversified, vital and responsive areas, by maximizing use flexibility but maintaining cohesiveness through a clear and enforceable built form framework, such as a form-based code, as well as strong urban design.
<b>FLOODPLAIN:</b>	A low-lying area adjacent to streams and rivers that is inundated during major floods and has the following two main components: the <i>floodway</i> and the <i>flood fringe</i> . The Province of Saskatchewan has adopted a 1-in-500 (1:500) year flood event as the standard to define floodplains.
<b>flood fringe:</b>	The outer zone of a floodplain where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second.
<b>floodway:</b>	The inner zone of a floodplain adjoining the channel where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or a velocity of one metre per second.
<b>food security:</b>	All residents have access to safe, culturally appropriate and nutritious food through an economically and environmentally sustainable food system that promotes self-reliance and social justice.
<b>group care facilities:</b>	A supervised residential dwelling unit, licensed or approved under provincial statute, for the accommodation of person, excluding staff, referred by hospitals, courts, government agencies or recognized social service agencies or health professionals.



<b>HABITAT AREAS:</b>	The area or environment where an organism or ecological community naturally occurs or lives.
<b>hazardous facilities:</b>	Any building, structure or land use, including but not limited to gas pipelines, dangerous goods routes and chemical plants, which involves the storage, transportation, processing or manufacturing of hazardous materials as defined in the Zoning Bylaw, or which, in the City's opinion, due to the presence of such hazardous materials poses an acute risk of harm or adverse effect in the event of an accident.
<b>heritage conservation</b>	The actions or processes that are aimed at protecting the physical elements of a historic place so as to retain its heritage value and extend its physical life.
<b>HERITAGE CONSERVATION DISTRICT:</b>	An area in the municipality that Council may, by bylaw, designate as a Municipal Heritage Conservation District because it contains or may reasonably be expected to contain heritage property that is not subject to any other designation pursuant to <i>The Heritage Property Act</i> . A Heritage Conservation District can be used to control the alteration and demolition of designated property. Council may, by bylaw, establish guidelines and controls necessary to preserve and develop the heritage characteristics of designated property.
<b>Heritage Inventory</b>	The list which identifies properties that have been formally recognized as having heritage value, but that are not designated pursuant to <i>The Heritage Property Act</i> .
<b>heritage properties – designated:</b>	Properties protected under a Municipal Heritage Property Designation Bylaw or a Municipal Heritage Conservation District Bylaw that are formally recognized by City Council to have heritage value. These properties are protected from exterior alterations, removal or demolition without the approval of City Council.
<b>heritage properties – listed:</b>	Properties listed on the Heritage Inventory.
<b>Heritage Property Register:</b>	A list of properties designated (protected) under the authority of <i>The Heritage Property Act</i> .
<b>heritage value:</b>	The aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied by its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

<b>high-occupancy vehicle:</b>	A vehicle travelling with two or more people, including the driver.
<b>HISTORIC PLACE:</b>	A structure, building, group of buildings, district, landscape, and/or an archaeological site that has been recognized by the appropriate jurisdiction (e.g. City Council, the Provincial Minister responsible for heritage, or the appropriate Federal jurisdiction) for its heritage value.
<b>inclusion/inclusive:</b>	A description of the community where all people have access to high-quality community necessities and amenities; the same opportunities, regardless of any difference to take part in all aspects of community life; and have a sense of belonging and respect in the community.
<b>industrial plus:</b>	Areas intended to increase flexibility for industrial enterprises when needed while protecting the industrial areas from destabilizing uses. Located at the edge of or central to industrial areas, industrial plus areas include industrial uses, plus others. Relatively small in land area, they are intended to support clustering and linkages between industrial and related non-industrial enterprises, and provide services to workers in industrial areas.
<b>infill development:</b>	The replacement, alteration or redevelopment of an existing building or the construction of a new building on a vacant lot in an established neighbourhood.
<b>intensify/intensification:</b>	Construction of new buildings or addition to existing buildings on serviced land within existing built areas through practices of building conversion, infill or redevelopment.
<b>INTENSIFICATION AREA:</b>	A specific area in proximity to transit where the creation of new development is accommodated within new buildings on undeveloped land or existing or new buildings on previously developed land through standard practices of building conversions, infill within vacant or underutilized lots and redevelopment of existing built areas.
<b>JOINT PLANNING AREA:</b>	The undeveloped land area within City limits that abuts the R.M. of Sherwood and the area within the R.M. of Sherwood between the City limits land area between the City limits and the boundary defined by the Province in their correspondence dated February 22, 2013 and as depicted on Map 3 – Regional Policy Context. Lands within the Global Transportation Hub Authority area and First Nations Reserve Lands are not included within this area given their standing as their own planning authorities.
<b>large-format retail:</b>	Serves a regional or urban market typically within single or mixed-use developments with large building footprints.



<b>live-work:</b>	A unit designed and/ or zoned to allow for both residential and employment (business) uses of the proprietor are permitted, though these uses do not include home-based businesses.
<b>LONG-TERM GROWTH AREA (500K):</b>	Comprises lands conceptually identified, of sufficient quantity, to accommodate a total city population of 500,000 required to protect for and support the orderly and sustainable long-term growth of the city.
<b>MAIN TRANSIT CORRIDOR:</b>	A major corridor designated to be served by a main transit route. These corridors will form the basis of any future rapid transit services.
<b>MAJOR EMERGENCY RESPONSE FACILITIES:</b>	Include fire, ambulance and police services that serve to maintain public health and safety within the City of Regina.
<b>MAJOR HEALTH FACILITIES:</b>	Comprise buildings or set of buildings for medical services and associated support services such as private or public hospitals or other institutions and supportive services including medical services, pharmacies, hotels, supportive housing, short-term care facilities, and other services critical to the health of the public that generate significant traffic, have a large footprint and serve as employment hubs.
<b>major institutional areas:</b>	An area used for public, quasi-public and private institutional establishments of a citywide or regional significance, such as universities, colleges, hospitals and large religious institutions.
<b>major office:</b>	A principal use office building that is over 4,000 m <sup>2</sup> in size (gross floor area, including secondary uses, but excluding indoor parking areas).
<b>medium office:</b>	A principal use office building that is between 1,000 m <sup>2</sup> and 4,000 m <sup>2</sup> in size (gross floor area, including secondary uses, but excluding indoor parking areas).
<b>minor arterial:</b>	A road designed to supplement major arterial roadways to provide connectivity between highways and expressways and local and collector road networks. Direct access to abutting properties is generally permitted with some access controls.
<b>mixed-use:</b>	Any urban, suburban or development, or a single building, that combines residential with various uses such as commercial, employment, cultural, institutional or industrial where those functions are physically and functionally integrated and provide pedestrian connections, as well as access to multi-modal transportation options .

<b>mode share:</b>	The proportion of trips taken by a particular mode (or type) of travel (e.g. auto, transit, and active transportation); also known as mode split.
<b>mode share targets:</b>	Targets established by a planning or policy document for various modes of travel.
<b>MOU framework:</b>	An agreement signed in 2013 between the RM of Sherwood and the City of Regina which establishes inter-municipal processes for managing land within those areas of mutual interest, to facilitate opportunities for strategic partnerships and to resolve any disputes that may arise.
<b>NATURAL AREAS:</b>	Lands containing environmentally sensitive or ecologically significant natural prairie or naturalized areas, features and elements including wetlands, waterbodies, floodplains, habitat areas, riparian areas, streams, and other core areas within the City of Regina and region.
<b>NATURAL CORRIDORS:</b>	Lands comprising a linear network of private and public open space along Wascana Creek and Boggy Creek within one kilometer of the creek boundary inclusive of riverbank, floodplain, hillslope, upland interior, upland edge habitat as well as top-of-bank agricultural lands that provide habitat requirements to facilitate movement for a wide range of species.
<b>NATURALIZED CORRIDORS:</b>	Critical natural and open space linkages between environmentally sensitive areas and habitat or along watercourses that join to natural corridors and create a connected natural system.
<b>NATURAL SYSTEM:</b>	Lands containing core natural areas, natural corridors and linkages between them comprised of naturalized corridors, which together form an integrated system of protected areas.
<b>neighbourhood hub:</b>	One of the focal points of neighbourhoods that complement and act as smaller urban centres and the location for activity centres, transit hubs, higher density residential, mixed-use, retail and services, recreational and cultural resources. Like urban centres, neighbourhood hubs will be focal points for community interaction and identity. Further details on neighbourhood hubs are contained in Appendix A – Guidelines for Complete Neighbourhoods under policy 7.1.3 and show visually on Figure 2 – Complete Neighbourhood Model.
<b>NEW EMPLOYMENT AREAS:</b>	Lands that will accommodate a full range of employment-generating uses primarily industrial or industrial-commercial in nature.



<b>NEW NEIGHBOURHOODS:</b>	Lands that are primarily undeveloped or vacant that will accommodate new residential development with supporting services and amenities. New Neighbourhoods are located on the periphery of, or adjacent to, existing areas of the city.
<b>OFFICE AREA:</b>	Office areas are those areas as depicted conceptually on Map 6 – Office Areas.
<b>OPEN SPACE SYSTEM:</b>	<p>The outdoor environment which incorporates or includes natural physical or man-made elements to provide for passive and active recreation activities or serve a utilitarian function. It includes, but is not limited to:</p> <ul style="list-style-type: none"> <li>• Neighbourhood, zone or municipal parks;</li> <li>• Open space associated with recreation facilities;</li> <li>• Outdoor sports complexes;</li> <li>• Municipal outdoor facilities such as golf course and cemeteries;</li> <li>• Natural areas;</li> <li>• Greenways such as bikeways and pedestrian links and corridors that connect open space elements into a cohesive system;</li> <li>• Special use areas such as buffer strips, registered walkways, traffic islands, roadway medians and boulevards, utility parcels, floodplains, stormwater lakes and dry pond and storm channels;</li> <li>• The Wascana Centre; and</li> <li>• Plaza.</li> </ul>
<b>paratransit system:</b>	A transit system designed to provide curb-to-curb passenger transportation for persons who are unable to use the conventional transit system due to specific physical, cognitive, or other needs
<b>park:</b>	An area of land that is largely natural, but includes physical or man-made elements, for recreation and enjoyment by the public as well as for conservation of natural and historic resources.
<b>pathway:</b>	An off-street facility that is typically shared by active transportation modes (e.g. a type of bikeway).
<b>place making:</b>	A holistic and community-based planning approach that capitalizes on unique assets and potential to promote personal well-being, community character and development, and places of lasting value.

**POTENTIAL OPEN SPACE CONNECTIONS:**

Potential future natural or man-made natural system connections through the implementation of purposely planned public open space

**PRIMARY INTENSIFICATION AREA:**

A geographical area, conceptually identified in Map 1c - Intensification Boundary and Areas, where residential or mixed-use buildings up to 20 metres (six-storey) in height may be permitted as-of-right. A parcel may be designated a primary intensification area if it is:

- generally located within 200 metres of walking distance from the nearest stop along a main transit route, as identified in the Regina Transit Master Plan;
- zoned or deemed suitable for residential or mixed-use zoning; and
- part of a blockface that predominantly consists of parcels deemed suitable for primary intensification area designation or abuts a parcel designated as a primary intensification area.

**PRIVATE OPEN SPACE:**

Lands which are privately owned containing areas of natural, semi-natural or landscaped spaces for active or passive recreation use that contribute to the network of open space within the city (e.g. golf courses).

**PUBLIC ART:**

Works of art, in any media, that have been planned and executed with the specific intention of being sited or staged in the public domain, often incorporating elements of site specificity, cultural, heritage, community engagement and collaboration.

**public realm:**

Places and spaces that are shared by the public. This includes all public places, open spaces, and streetscapes. High-quality public realm may include opportunities for places to gather, places to walk to, beautiful spaces, pedestrian-oriented design etc.

**quality of life:**

An individual's perception of his/her life in the context of the culture and value systems in which he/she lives and in relation to his/her goals, expectations, standards and concerns. Quality of life may be enhanced by a vibrant local economy, protecting and enhancing natural and built environments, opportunities for the attainment of personal goals, promotion of fair and equitable sharing of common resources, thereby enabling residents to meet basic needs and supporting rich social interactions.

**rapid transit:**

Higher-order transit that provides higher capacity and operating speed, typically in a dedicated or exclusive right-of-way.



**REGIONAL GATEWAY:**

Lands which are strategically located as a result of alignment or intersection of transportation, land use, access or other defining feature with shared importance to the City of Regina and surrounding municipalities where development will be considered that is appropriate to and supports regional integration, including economic and transportation-related activities. Gateways should be clearly defined through site design, signage and higher quality landscaping to reinforce Regina as the capital city.

**road diet:**

Sometimes used as a traffic-calming measure, a road diet is typically a reduction in vehicular lanes of a roadway to improve safety and to accommodate other modes of travel, through inclusion of bike lanes, expanded sidewalks, or other means. The most common type of road diet is the reduction of a four-lane street to a two-lane street with a shared centre left-turn lane and the addition of bike lanes.

**SECONDARY  
INTENSIFICATION AREA:**

A geographical area, conceptually identified in Map 1c - Intensification Boundary and Areas, where residential or mixed-use buildings up to 15 metres (four-storey) in height may be permitted as-of-right. A parcel may be designated a secondary intensification area if it is:

- generally located within 800 metres of walking distance from the nearest transit hub, as identified in the Regina Transit Master Plan;
- zoned or deemed suitable for residential or mixed-use zoning; and
- part of a blockface that predominantly consists of parcels deemed suitable for secondary intensification area designation or abuts a parcel designated as a primary or secondary intensification area.

**sense of place:**

A strong identity and character felt by people in a location, often comprised of a mix of natural and cultural features that generally include, and are dependent on, the people who occupy and engage the place.

**specific needs housing:**

Housing (either whole or in part) for persons who require accessibility modifications or some form of social or financial assistance in order to live independently.

**specific needs (groups):**

Individuals, organizations and agencies representing the needs of those who require accessible modifications or some form of social or financial support in order to live independently.

**Special Servicing Areas:**

Areas identified as reasonable extensions of City of Regina services subject to certain criteria outlined in this Plan.

<b>SPECIAL STUDY AREA:</b>	An area, determined by the City, which requires further, more detailed study to determine future land use and phasing or timing of development based on impact to the City.
<b>start-up district:</b>	Well-defined and relatively small areas intended to provide opportunities for start-up businesses, community organizations, arts groups and others that require a low-cost environment, flexible use of space, and would benefit from linkages with each other and beyond the district. They will likely be located in older areas of the city, and will require a clear and enforceable regulatory framework to ensure affordability.
<b>Strategic Goods Route:</b>	Includes routes designated for the movement of dangerous goods, as defined by the City of Regina Traffic Bylaw 9900, Pickup and Delivery Vehicle Routes and Heavy or Long Combination Vehicle Routes.
<b>STREAM:</b>	Surface water flowing year round or seasonally in a defined channel or watercourse, which are to remain in or returned to a natural state.
<b>traffic calming:</b>	Physical measures implemented on streets to reduce traffic infiltration an/or speed, usually in residential areas, but also in heavy pedestrian areas.
<b>Trans Canada Trail:</b>	The world's longest network of recreational trails, which will stretch 23,000 kilometres from the Atlantic to the Pacific to the Arctic Oceans once connected.
<b>(potential) transit hubs:</b>	<p>Points identified in the transit network that meet one or more of the following:</p> <ul style="list-style-type: none"> <li>- serve as a major, city-wide destination, such as Downtown or the University of Regina;</li> <li>- is a major transfer location between multiple transit routes; and/or</li> <li>- is adjacent to mixed-use or denser areas.</li> </ul> <p>A transit hub should also provide for multi-modal connections and have potential for transit-oriented development to serve as anchors for transit in local communities.</p>
<b>transit-oriented development:</b>	Higher density development in proximity to transit with design qualities that encourage the use of transit, such as high quality pedestrian environment and a mix of uses.



**Transportation Demand Management (TDM):**

Strategies and measures to encourage specific travel behaviours that reduce demand on the transportation network. Some of these measures could include carpooling, providing travel alternatives, encouraging shift to other modes of travel, providing incentives and disincentives. TDM is sometimes referred to as sustainable transportation choices.

**tree canopy:**

The aboveground portion (upper layer) of a plant/tree community formed by mature tree crowns.

**universal design:**

Design standards meant to create buildings and environments that are inherently accessible to people throughout the spectrum of age and physical ability.

**URBAN CENTRE:**

The lands around an established or new intersection of an urban corridor with major or arterial roads, and/or a major transit hub, that are to provide a focus for high density, mixed-use, transit-oriented development, that is easily accessible to a large segment of the population. Urban centres will be hubs for community interaction and identity.

**URBAN CORRIDOR:**

The lands along an established or new major road, urban arterial or transit corridor that have the potential to provide a focus for higher density or mid-rise, mixed-use development that facilitate active transportation modes. Urban corridors link NEW NEIGHBOURHOODS with the city centre and with each other.

**urban design:**

Urban design is the process of planning, designing and constructing buildings, public spaces, sites, neighbourhoods and cities to give them form, shape, and character. Urban design combines key aspects of urban planning, architecture and landscape architecture to create beautiful and functional places. It involves understanding the inter-relationships between the natural system, the physical built environment, economic forces, and social context of a particular site or area.

**urban forest:**

The collection of all trees found within the city.

**vegetated buffers:**

An undeveloped area directly adjacent to a creek or water body that is comprised of either existing or planted aquatic plants in shallow water, moisture plants along the shore and upland plants in dry soils. The optimal size for a vegetated buffer is 15 metres for warm-water streams and 30 metres for cold-water streams on either side of the creek or waterbody.

**Wascana Centre:**

An area governed by Wascana Centre Authority that includes one of the largest urban parks in North America, the Legislative Building, various government buildings, cultural facilities and educational and other institutions.

**WATERBODIES:**

Any significant accumulation of water which is to be retained within the natural system.

**wayfinding:**

A system that assists travelers in orienting, navigating and moving through an environment through the use of visual or other measures, including signage.

**WETLAND:**

A fixed area with adjacent upland area with characteristic wetland soils and hydrophytic (“water-loving”) vegetation where the open water areas can vary considerably between seasons and years.

**worker housing:**

Housing that is targeted to essential workers whose housing needs might not otherwise be met by existing market housing options.







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## **OFFICIAL COMMUNITY PLAN**

### **PART B.0** **Area-specific Policies**



**Regina OCP – Part B**  
**Part B.0 – Area-specific Policies**

**Part 1 INTRODUCTION**

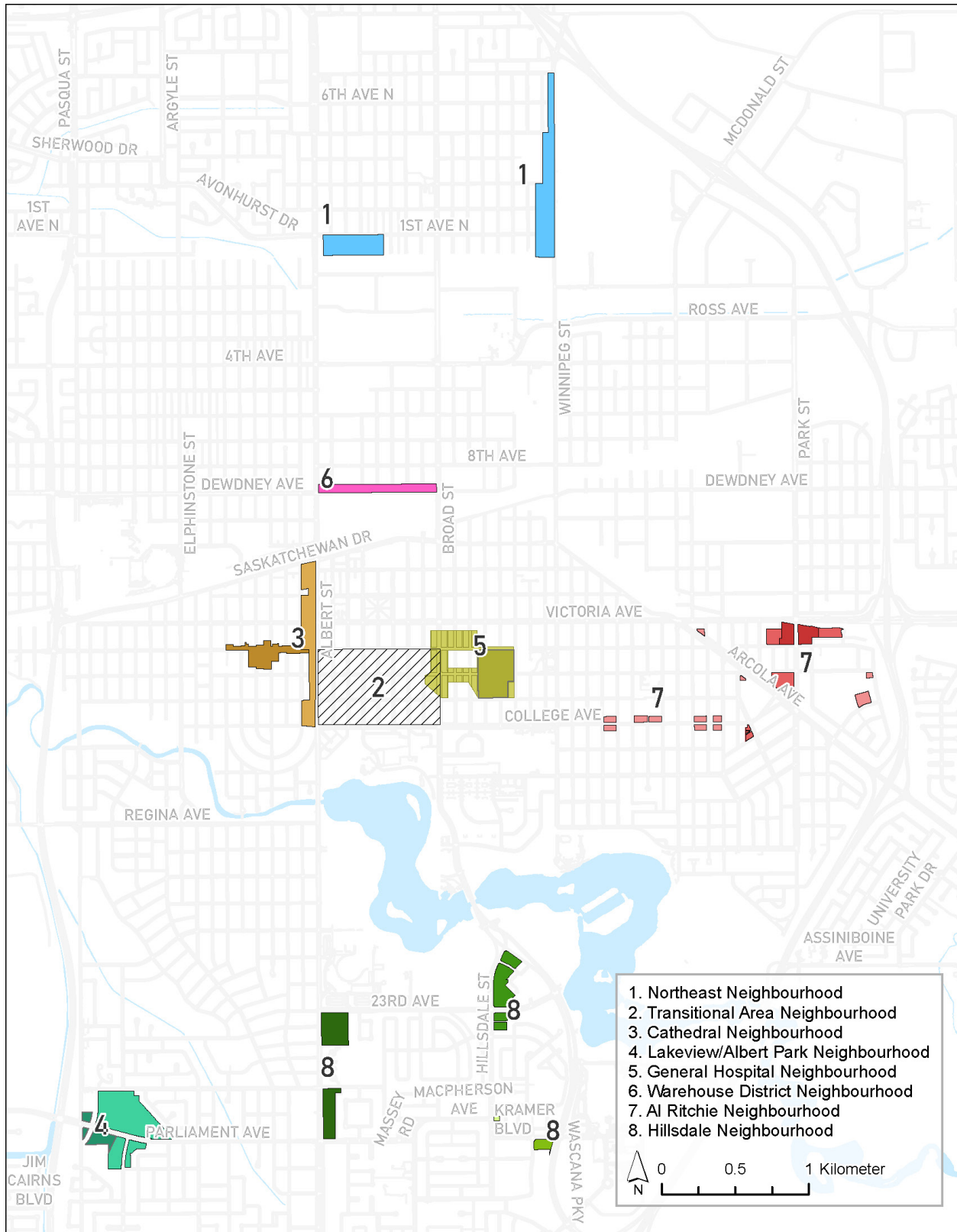
**1.0 Context**

In the summer of 2024, the City of Regina conducted a comprehensive review of the existing Neighbourhood and Secondary Plans to ensure they align with the City's Housing Accelerator Fund Action Plan and any resulting policy and zoning changes. The purpose was to identify policies that were important to retain and those that should be repealed. Based on this review, Neighbourhood Plans that no longer align with the City's vision for growth were repealed. In contrast, any policies still providing relevant direction were retained in Part B.0 of the OCP.

**1.1 Purpose and Objectives**

Policies included in this part provide directions on commercial development, the public realm, or infrastructure for specific areas shown in Figure 1.1.1. These policies may be reviewed in future work to provide consistent policy guidance for neighbourhoods citywide.





**Figure 1.1.1 – Specific Policy Areas**

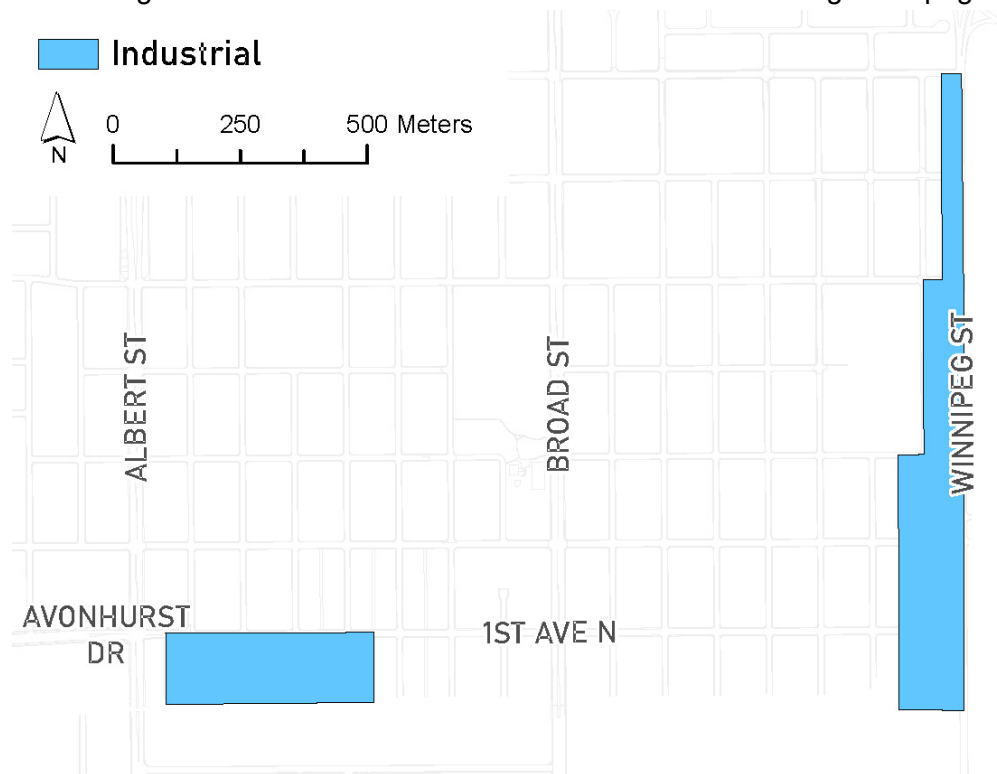
## PART 2 Area-specific Policies

### 2.1 Northeast Neighbourhood

#### 1. Industrial/Residential Interface

Potential for land use conflicts between industrial and residential zones had been identified as follows (Figure 2.1.1):

- the light industrial zone on the west side of the 100 and 200 blocks of Winnipeg Street North;
- the light industrial zone south of First Avenue North, east of Albert Street; and
- the light industrial zone south of First Avenue North fronting Winnipeg Street.



**Figure 2.1.1 – Northeast Industrial Lands**

Rezoning of the industrial land on the west side of Winnipeg Street North has occurred to ensure greater compatibility between existing and future uses in relation to existing residential development located immediately adjacent across the lane. While the latter two locations are not currently viewed as problems, the need to safeguard against potential conflicts remains.

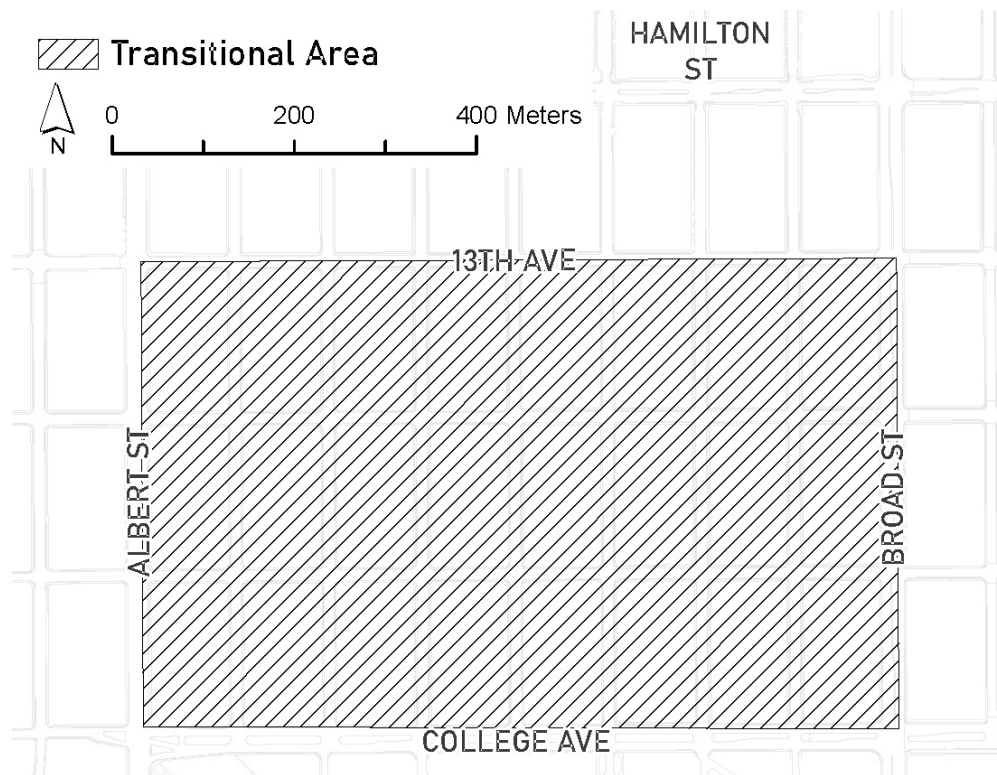
- a) That any amendment to the Zoning Bylaw which would allow further expansion of industrial development in the established residential areas of the Northeast Neighbourhood shall be prohibited.
- b) That industrial development located adjacent to residentially zoned land shall be subject to screening and buffering requirements as specified in the Zoning Bylaw.



## 2.2 Transitional Area Neighbourhood

### 1. Residential Amenity Space and Landscaping

a) That the development of private amenity space in the Transitional Area (Figure 2.2.1) shall be encouraged for low-rise apartment buildings, apartment buildings, senior citizens' homes, and commercial buildings containing four or more dwelling units at the rate of 4.6 square metres per dwelling unit. This space shall be for the private and/or common use of building residents.



**Figure 2.2.1 – Transitional Area**

### 2. Public Amenity Space

a) That Public Amenity Space may be developed in the Transitional Area (Figure 2.2.1). The provision of this space is to be recognized through the allowance of an extraordinary amount of floor area in the same development for private use and benefit. The resultant increase in floor area for such use will not be included in the calculation of either gross floor area or site coverage.

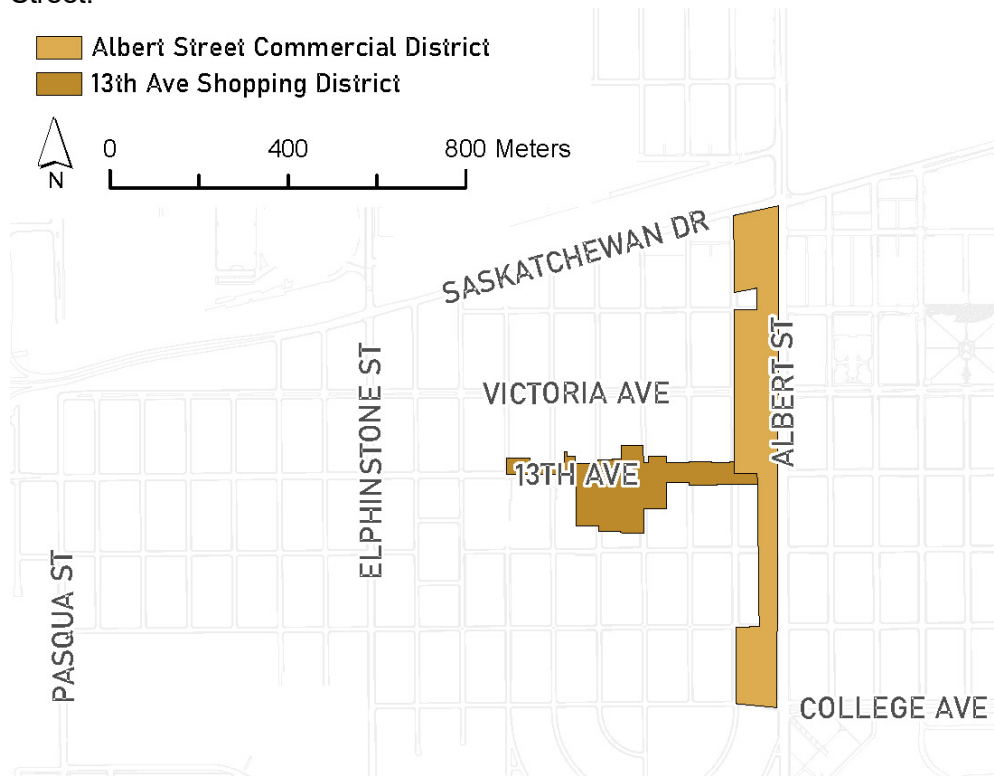
### 3. Parking Provisions

a) That no new principal use parking lot development be allowed in the Transitional Area (Figure 2.2.1).

## 2.3 Cathedral Neighbourhood

### 1. Albert Street Commercial District

a) That the existing commercial areas between College Avenue and Saskatchewan Drive along Albert Street (Figure 2.3.1) be recognized. There shall be no further extension of commercial development into the residential neighbourhood from the lane west of Albert Street.



**Figure 2.3.1 – Cathedral Area Commercial Districts**

### 2. 13th Avenue Shopping District

The following guidelines are provided to aid developers, builders, and existing property owners when considering building improvements or new construction along the 13th Avenue shopping street precinct (Figure 2.3.1).

#### a) Architectural Design

- i) Existing structures in sound or rehabilitable condition and of worthwhile architectural character should be reused where feasible to retain the unique character of the neighbourhood commercial district.
- ii) The design of new buildings, building additions and alterations, and façade renovations should reflect the positive aspects of the existing scale and design features of the area. Building forms should complement and improve the overall neighbourhood environment.



iii) Retail buildings are encouraged to provide architectural or design features which protect the shoppers from harsh climatic elements (e.g., awnings, canopies, sheltered areas, vegetation and sheltered areas with southern exposures).

iv) Buildings should be constructed to provide for ground floor retail activity. Office and residential use is encouraged above the ground floor.

v) The shopping street precinct should have a multitude of shops lining the street to create a lively and enjoyable space. Shop fronts should be narrow to allow for variety. Where larger stores are desirable they should have minimal frontage and appropriate façades with abundant window displays to give an impression of intimacy.

**b) Fronting**

i) Façades of new development should be consistent with design features of adjacent façades that contribute to the visual qualities of the neighbourhood commercial district.

ii) To encourage continuity of retail sales and services, at least one-half of the total width of any new or reconstructed building, parallel to and facing the commercial street should be devoted to entrances, show windows, or other displays. Where a substantial length of windowless wall is found to be unavoidable, eye-level display, a contrast in wall treatment, offset wall line, outdoor seating and/or landscaping should be used to enhance visual interest and pedestrian vitality.

iii) Clear, non-tinted glass should be used at and near the street level to allow maximum visual interaction between sidewalk areas and the interior of buildings. Mirrored, highly reflective glass or dark-tinted glass should not be used except as an architectural or decorative accent.

iv) Where unsightly walls or adjacent buildings become exposed by new development, they should be cleaned, painted or screened by appropriate landscaping.

**c) Height and Bulk**

The height of a proposed development should relate to the individual neighbourhood character and the height and scale of adjacent buildings to avoid an overwhelming or dominating appearance of new structures. Transitions between high and low buildings should be provided if the proposed height exceeds twice the existing height of adjacent buildings.

**d) Landscaping and Street Design**

i) Suitable landscaping can greatly enhance the image of the commercial district and contribute to establishing an identity of the shopping area. A district streetscape plan should be developed. A district streetscape plan would include design features such as the colour and texture of the sidewalk and crosswalk pavement, lay-out of the sidewalk with bus bulbs and spaces for street vendors, and design and location of street furniture such as benches, bus shelters, newspaper racks and waste receptacles.

ii) When parking is required, it should be at the rear of the buildings.

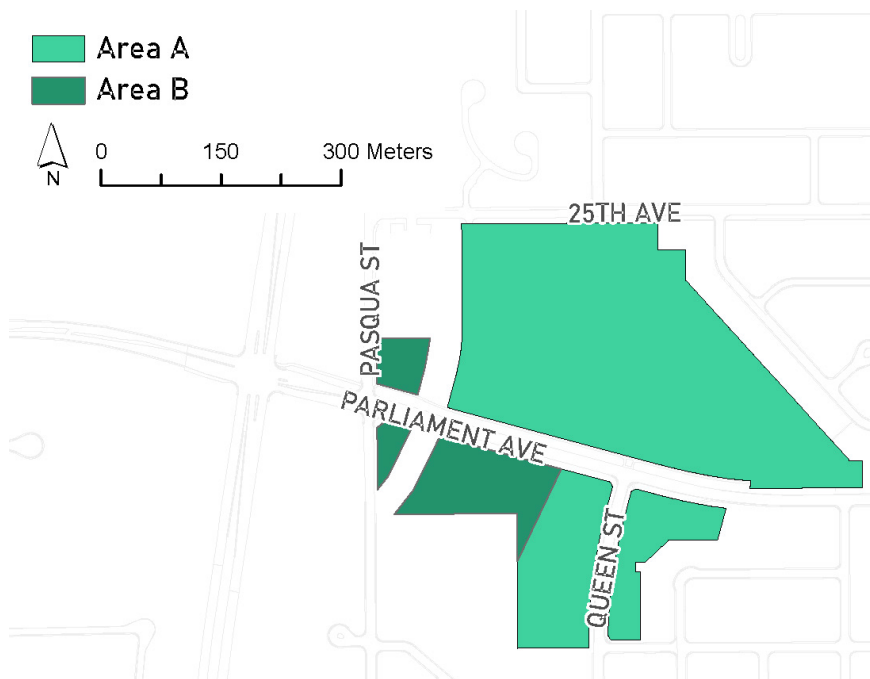
iii) Commercial lighting should be of sufficient illumination to provide for safety and effective marketing. It should be confined to the commercial component of the site and not produce glare or spillover lighting on adjacent residential development.

iv) Certain open uses such as parking lots should be visually screened along the street frontage and from abutting residential properties by low walls, earth berms and/or landscaping. However, the safety of the lot should not be reduced through these measures.

## 2.4 Lakeview/Albert Park Neighbourhood

### 1. Land Use Guidelines

- a) Area A (Figure 2.4.1) Open Space.
- buffer passive park areas (Hudson Park and Rawlinson Crescent Park) via landscaping from athletic fields and Area B.
  - maintain linkage between park areas by ensuring common frontage on both sides of Parliament Avenue.



**Figure 2.4.1 – Lakeview/Albert Park Policy Areas**

- b) Area B (Figure 2.4.1) Low to medium-intensity commercial.
- access to be determined as per City standards.
  - minimum building setback, 120m from back of lots on Rawlinson Crescent.



## 2.5 General Hospital Neighbourhood

### 1. Medical District

These policies propose the creation of a Medical District to provide guidance for the location of hospital expansion and other medical related uses (e.g. medical offices, clinics and short-term accommodations for hospital visitors) that may be proposed in the future. These uses will be directed to locations that are primarily non-residential at the periphery of the area, and will therefore not jeopardize the viability of the existing residential community.

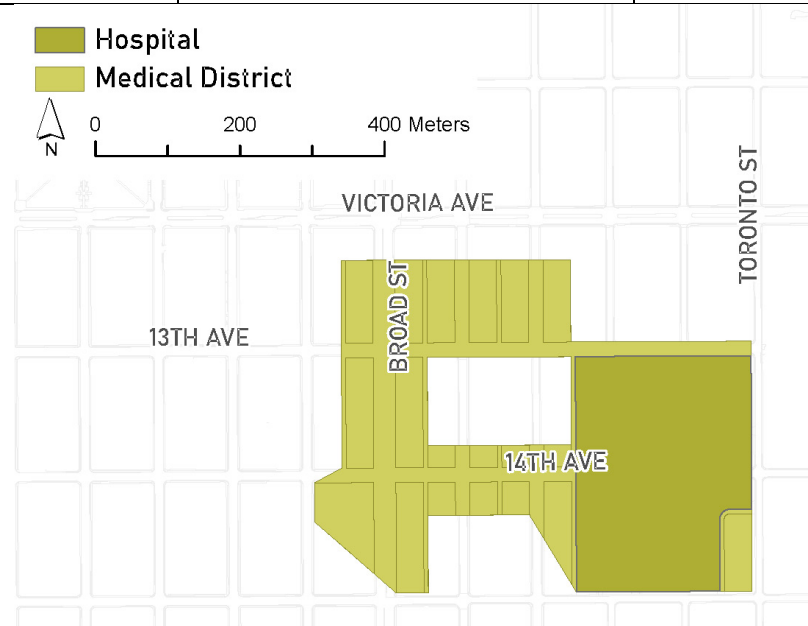
The Medical District is shown on Figure 2.5.1. Off-site parking for the hospital may be considered on the site at the northeast corner of 13th Avenue and Halifax Street, but not elsewhere.

These policies preserve future growth options for the hospital on their existing site, expanding the building onto the adjacent Block 422, and construction of standalone medical facilities elsewhere in the Medical District.

- a) That future medical related uses be directed to the Medical District shown on Figure 2.5.1.
- b) That there be no encroachment of medical related land uses into the residential
- c) neighbourhood as shown on Figure 2.5.1.

Exceptions to the policies in this Part are only as follows:

Building	Address	Legal Description	Use to be Allowed
Existing Residence	1636 College Avenue	Lot 8, Block 465 Plan Old 33, Ext. 0 as described on Certificate of Title No. 90R24816	A specialty Medical Clinic to accommodate a maximum of four medical specialists.



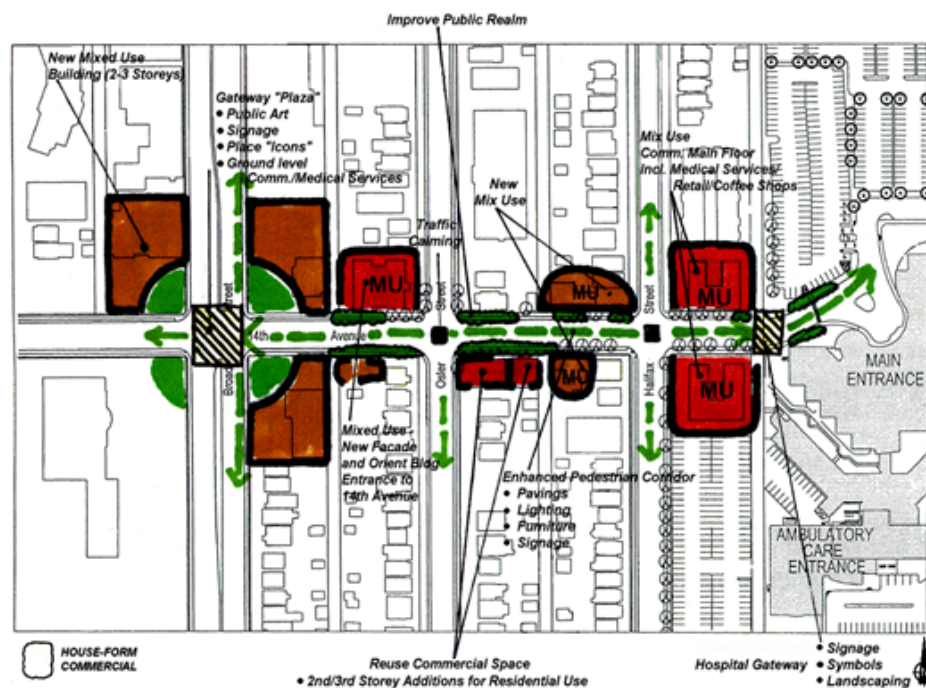
**Figure 2.5.1 – General Hospital Medical District**

## 2. Hospital Access

The General Hospital is located in the centre of the neighbourhood, and does not have direct access to arterial streets such as Broad Street, Victoria Avenue, College Avenue and Winnipeg Street. Hospital traffic therefore impacts on the local residential streets within the neighbourhood.

This policy proposes to enhance the portion of 14th Avenue between Broad Street and the General Hospital as the gateway for visitors to the hospital, in order to direct visitor traffic to the main entrance, while limiting traffic on residential streets. In order to implement the gateway concept, co-operation between the City, Core Community Association and the Regina Qu'Appelle Health Region will be required. An example of the type of elements that may be considered is shown on Figure 2.5.2. Supporting the gateway function for 14th Avenue will mean that priority be given for some municipal services (snow removal and landscaping). Existing emergency routes would be maintained and are appropriately marked.

a) That a Hospital Gateway be established as part of the Medical District, along 14th Avenue using banners, signs, street furniture and architectural cues to direct visitors to the General Hospital.





## 2.6 Warehouse District Neighbourhood

### 1. Built Environment

a) That the following guidelines be established for consideration in the development of properties shown in Figure 2.6.1 and in the DCD-WH - Dewdney Avenue Warehouse Direct Control District in the Zoning Bylaw, including the alteration and maintenance of buildings, structures and landscape:

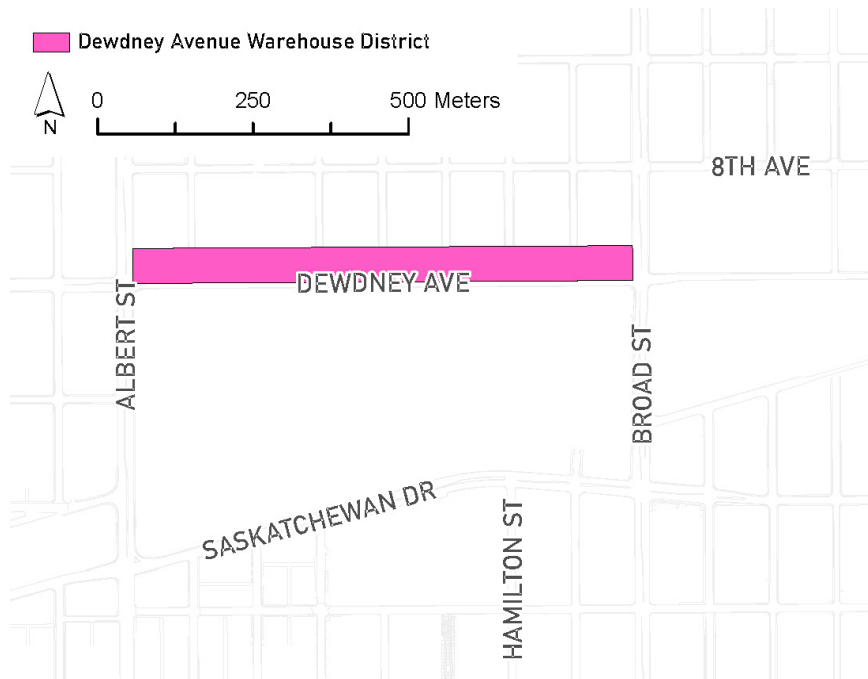
#### General

- i) New development should enhance or complement the common design features of the existing and related historic structures and streetscape with regard to:
  - architectural detail, both structural and ornamental;
  - building facing materials, including colour, texture and design;
  - placement of windows and doors;
  - height;
  - scale, proportion and massing;
  - roof shape and pitch;
  - building setbacks and orientation to property lines; and
  - landscaping of yards and pedestrian walks.
- ii) New development located adjacent to a designated Municipal Heritage Property should incorporate building materials that are compatible with those of the subject heritage property(ies) with regard to type, colour and texture.
- iii) A use proposed for an existing building should be compatible with the building's structure such that only minimal alterations are required to the building's exterior. The removal or alteration of any historical materials or features should be avoided whenever possible.
- iv) Careful consideration should be given to the placement of mechanical equipment in order to maintain the visual integrity of the architectural characteristics that are appropriate to the DCD-WH - Dewdney Avenue Warehouse Direct Control District.

#### Rehabilitation

- v) Exterior design alterations to existing buildings should be consistent with the building's original architecture and period of construction and, where required, should align with The Standards & Guidelines for the Conservation of Historic Places in Canada benchmark.
- vi) Distinctive stylistic features and examples of skilled craftsmanship should be preserved and treated sensitively. Where repair or replacement of such features is required, materials and design should match the original as much as possible and, where required, should align with The Standards & Guidelines for the Conservation of Historic Places in Canada benchmark.

- vii) Cleaning of building exteriors should be undertaken to minimize damage to surfaces and architectural features.
- viii) Rehabilitation of existing properties having minimal or limited historic architectural qualities should be undertaken in a manner which relates to and respects the design elements of neighbouring properties of greater significance and the general historic streetscape.



**Figure 2.6.1 – Dewdney Avenue Warehouse**

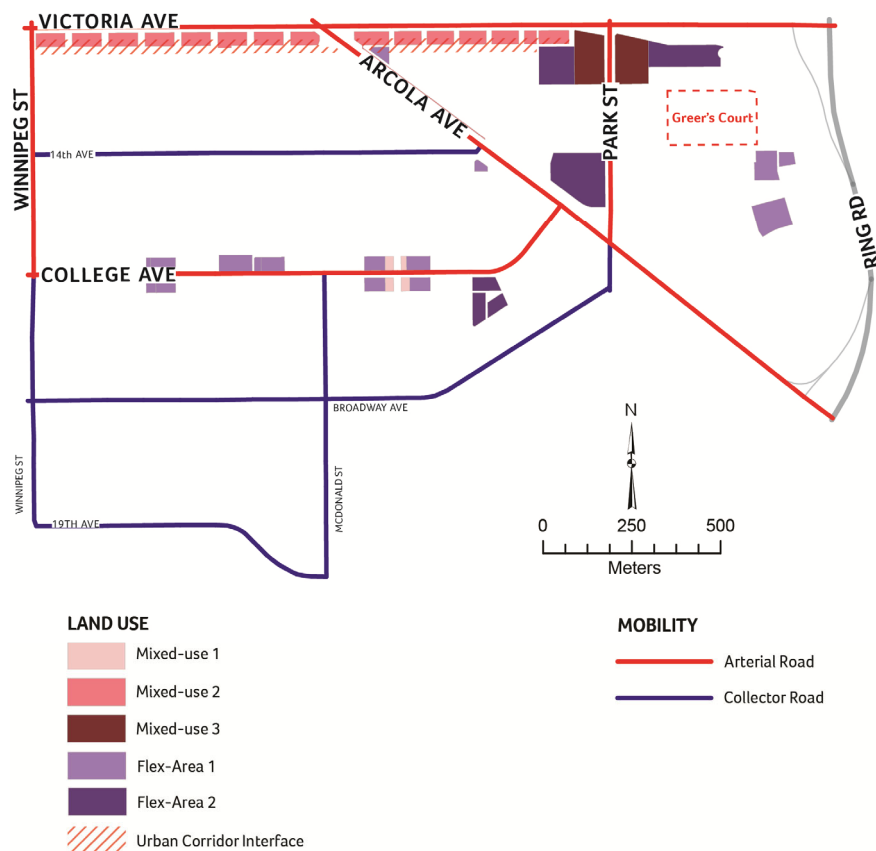
## **2.7 AI Ritchie Neighbourhood**

### **1. Land Use**

- a) Land use shall be in accordance with Figure 2.7.1 and Table 2.7.1.
- b) Notwithstanding Policy 2.7.1.a):
  - i. The following land uses shall be prohibited from locating along Victoria Avenue, west of Arcola Avenue: gas/service stations; car washes; drive-through restaurants and cafes; parking lots (as principal use); outdoor sale yards (Retail Trade, Outdoor Lot).
  - ii. The following additional land uses may be approved for the area designated as Flex Area 2, located at the intersection of Park Street and Arcola Avenue, as shown on Figure 2.7.1: office; institutional; recreation; open space.
  - iii. Greer's Court, as shown on Figure 2.7.1, shall be reserved for medium-density housing types as described in the definition of 'medium-density' in Part A of the OCP.








- c) Notwithstanding Policies 2.7.1.a) & 2.7.1.b), the existing gas/ service station located at Winnipeg Street and Victoria Avenue may continue as an acceptable land use at this location.
- d) Public open space shall remain as public open space, except where the City approves a portion of the public open space for a facility associated with a public utility or service.
- e) Expansion of commercial zoning/ development relating to the neighbourhood commercial nodes along College Avenue (at Broder Street and MacKay Street intersections) shall be contiguous with existing commercial development.
- f) Within the Urban Corridor Interface Area, as shown on Figure 2.7.1, the City may require, where a new commercial development is being proposed, that screening (e.g. fence/ wall, landscaping) be implemented to help reduce off-site impacts affecting residential lots.



**Figure 2.7.1: Al Ritchie Land Use**

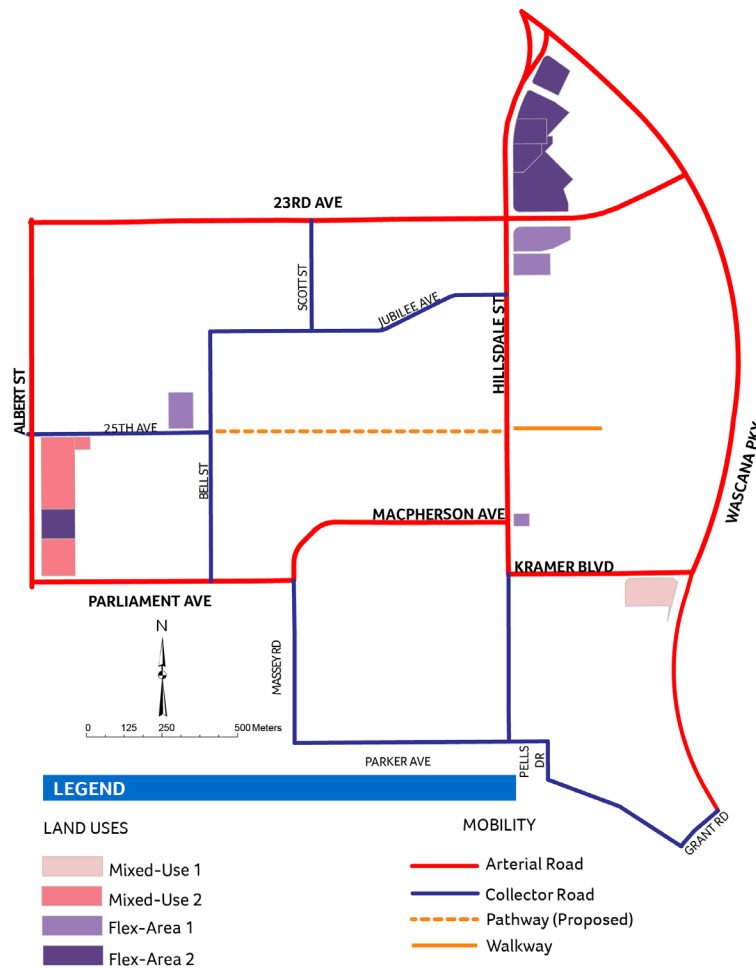
**Table 2.7.1 - Land Use Categories**

<b>Mixed-Use Area 1</b> 	The intent of the <b>Mixed-Use 1</b> area is to accommodate small-scale commercial opportunities that cater to neighbourhood residents, which may also include mixed-use buildings (commercial on bottom and residential on top).
<b>Mixed-Use Area 2</b> 	The intent of the <b>Mixed-Use 2</b> area is to accommodate medium-scale commercial opportunities that cater to the neighbourhood and broader public, which may include mixed-use buildings (commercial on bottom and residential on top).
<b>Mixed-Use Area 3</b> 	The intent of the <b>Mixed-Use 3</b> area is to accommodate larger-scale commercial opportunities that cater to the community and broader public, which may include mixed-use buildings (commercial on bottom and residential on top).
<b>Flex-Area 1</b> 	The intent of the <b>Flex-Area 1</b> area is to accommodate either low or medium-density housing types or small-scale, neighbourhood-oriented commercial development, or a combination of all.
<b>Flex-Area 2</b> 	The intent of the <b>Flex-Area 2</b> area is to accommodate either medium or high-density housing types or medium-scale commercial development, or a combination of all.

## 2.8 Hillsdale Neighbourhood





1. Land use shall be in accordance with the respective Sub-Area policies (Sections 2.8.2-2.8.5); Figure 2.8.1 and Table 2.8.1.
  - a) Public open space shall remain as public open space, except where the City approves a portion of the public open space for a facility associated with a public utility or service.
  - b) A pathway shall be constructed within the existing corridor linking Bell Street to Hillsdale Street, as shown on Figure 2.8.1, and in accordance with the following requirements:
    - i. Appurtenances should include, at a minimum, seating, waste receptacles, lighting.
    - ii. The design and function shall be determined at the detailed design stage, prior to construction, and shall include consideration for landscape features.





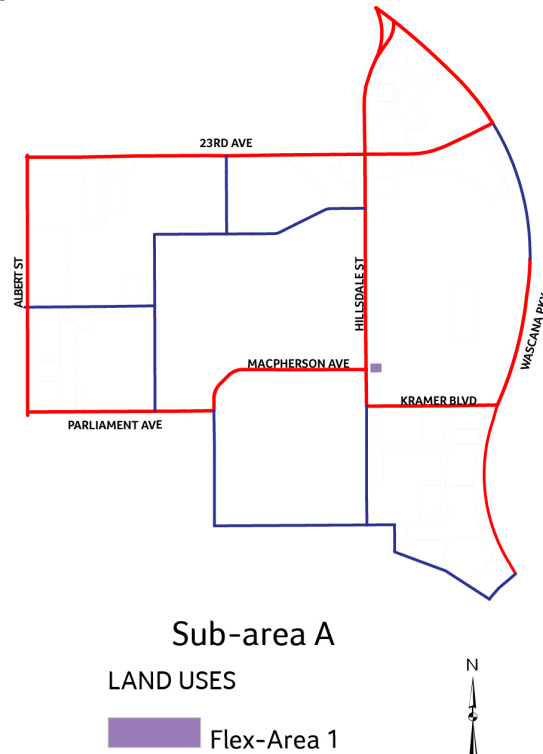
**Figure 2.8.1: Hillsdale Land Use**

**Table 2.8.1 - Land Use Categories**

<b>Mixed-Use Area 1</b> 	The intent of the <b>Mixed-Use 1</b> area is to accommodate small-scale commercial opportunities that cater to neighbourhood residents, which may also include mixed-use buildings (commercial on bottom and residential on top)
<b>Mixed-Use Area 2</b> 	The intent of the <b>Mixed-Use 2</b> area is to accommodate medium-scale commercial opportunities that cater to the neighbourhood and broader public, which may include mixed-use buildings (commercial on bottom and residential on top)
<b>Flex-Area 1</b> 	The intent of the <b>Flex-Area 1</b> area is to accommodate medium-density housing types or small-scale, neighbourhood-oriented commercial development, or a combination of all
<b>Flex-Area 2</b> 	The intent of the <b>Flex-Area 2</b> area is to accommodate high-density housing types or medium-scale commercial development, or a combination of all

## 2. Sub- Area A Policy

- a) The property shown as Flex-Area 1 (3911 Hillsdale Street) in Figure 2.8.2 shall be limited to the following land uses: Residential; Assembly, Religious; Institution; Office; Service Trade, Clinic.

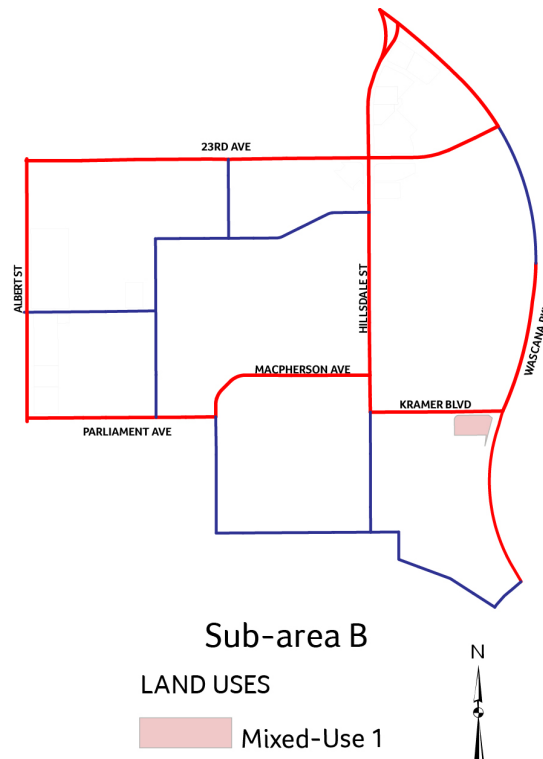


**Figure 2.8.2: Sub-Area A Policy**

## 3. Sub- Area B Policy

- a) The Mixed-Use 1 area of Sub-Area B (Figure 2.8.3) shall be reserved for commercial development; however, mixed-use buildings are also acceptable.
- b) Buildings over 15 meters in height within the Mixed-Use 1 area of Sub-Area B (Figure 2.8.3) should reflect a high level of design quality, including: prominent entranceways; high level of glazing along main floor front wall; traditional masonry for outer walls (or indistinguishable fabricated masonry); base-middle-top differentiation; avoidance of stucco.



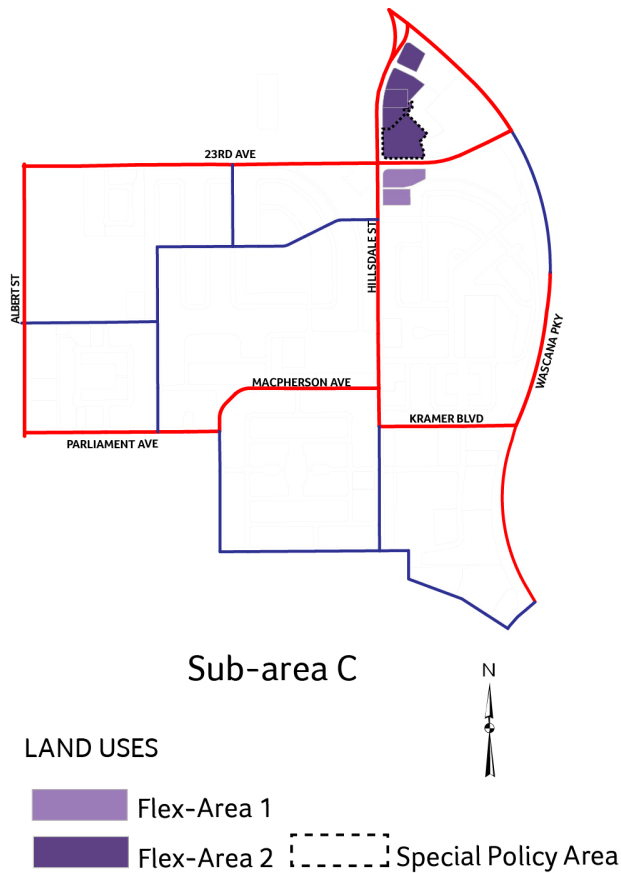


**Figure 2.8.3: Sub-Area B Policy**

#### 4. Sub- Area C Policy

This area of the Neighbourhood includes several prominent and unique features, including: the 20-story Roberts Plaza residential tower; prestige office and residential along Hillsdale Street and Wascana Parkway; the “Lakeshore Mall” site, which is strategically located at the intersection of Hillsdale Street and 23rd Avenue. These policies support the existing assemblage and form/ massing of land use along Hillsdale Street, as well as an opportunity to accommodate neighbourhood commercial and/ or prestige residential or mixed-use development at the Lakeshore Mall site.

- a) Within the Flex-Areas of Sub-Area C (Figure 2.8.4), excepting the Special Policy Area (Figure 2.8.5):
  - i. Land use shall be limited to: high-density residential; mixed-use buildings (stacked); office.
  - ii. Buildings should be at least 3-stories in height.

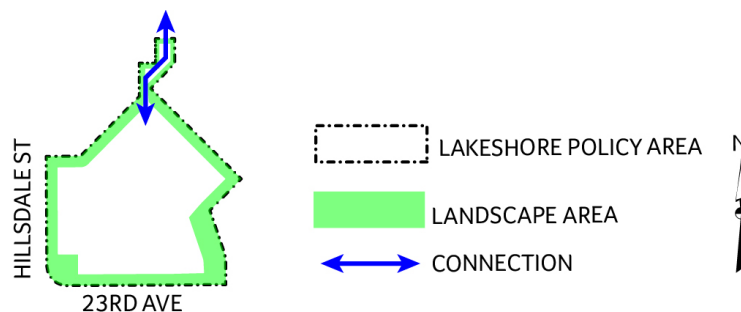


**Figure 2.8.4: Sub-Area C Policy**

- b) Within the Special Policy Area (Lakeshore Mall Site) (Figure 2.8.5), development shall be in accordance with the following requirements:
- i. The optimal land use is a neighbourhood hub that accommodates various neighbourhood-oriented amenities and services, such as a grocery store, café, restaurant, etc., in a mixed-use setting that also includes high-density residential.
  - ii. On-site lighting should minimize off-site spillage and reflect a decorative style.
  - iii. Superior (above Zoning Bylaw minimum requirements) perimeter landscaping should be implemented, by the developer, including:
    - A) A landmark entrance plaza feature at the intersection of Hillsdale Avenue and 23rd Avenue that includes landscaping, seating, appropriate appurtenances.
    - B) Landscape buffer (vegetative screen) between new development and the Gryphons Walk subdivision.
  - iv. Parking, loading, storage, garbage collection should be directed to the interior of the site, and not directly abut a public street.
  - v. Where a building is proposed to have a height exceeding 20 metres, Policies

2.8.4(b)(ii)(iii)(iv) shall apply, in addition to the following:

- A). The suitability of the proposed building shall be determined through a Neighbourhood Land Use Plan amendment process (amendment to policies for Lakeshore Mall Site), which includes a review of transportation and servicing implications; design concepts; shadowing effects; Wascana Centre impacts, as well as a public engagement event co-facilitated by the City and the developer.
- B). The building shall front 23rd Avenue (closer towards intersection preferred).
- C). The location and design of the building shall ensure that the effect of shadows, on adjacent residential properties, is minimized.
- D). Special Zoning Bylaw regulations (e.g. contract zone or direct control district) shall be employed in order to implement the policies of this section.



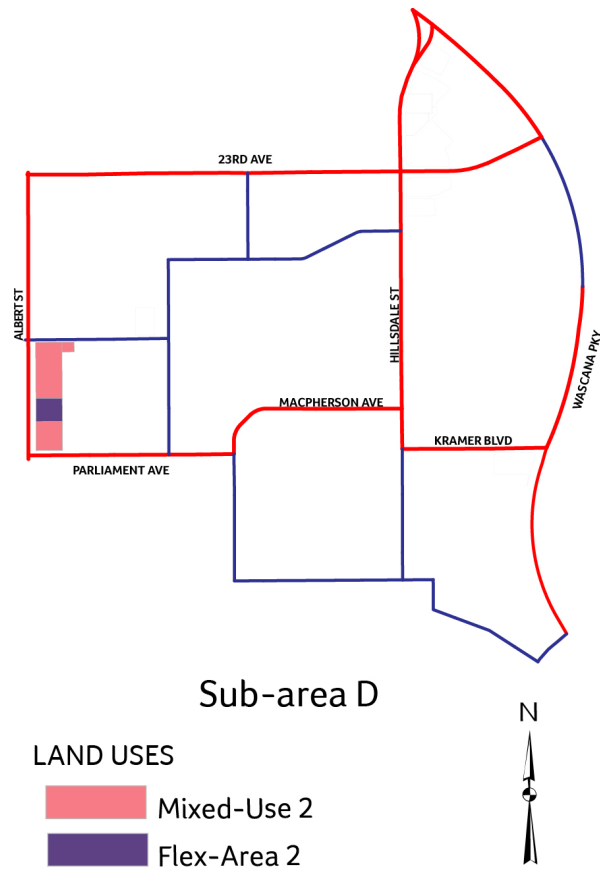
**Figure 2.8.5: Lakeshore Mall Site**

#### 5. Sub- Area D Policy

Albert Street, which frames the west boundary of the Neighbourhood, is a major thoroughfare transecting the city and is designated as an Urban Corridor in OCP – Part A. As an Urban Corridor, the optimal land use is high-density residential and mixed-use development, which these policies support; however, it is recognized that a transition to the optimal land use will occur incrementally over-time.

- a) As a gateway to historic neighbourhoods, the Downtown and Wascana Centre, the optimal land use for this segment of Albert Street is prestige commercial and mixed-use development and/ or, at the site designated Flex-Area 2 (Figure 2.8.6).
- b) Land uses accommodating motor vehicles (e.g. gas and service stations; car washes; parking lots [as principal use]; car lots [retail sale]; drive-throughs, etc.), considered as a Discretionary Use, as per the Zoning Bylaw, shall be screened from adjacent residential and the frontage area shall be well landscaped (trees + shrubs, etc.), per City's discretion.
- c) Adjacent low-density residential shall be screened from the more intense land use of the Albert Street Corridor through a residential density or land use transition.





**Figure 2.8.6: Sub-Area D Policy**



## **OFFICIAL COMMUNITY PLAN**

### **PART B.4**

### **Regina Downtown**

### **Neighbourhood Plan**



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## **Regina OCP – Part B**

### **Part B.4 –Regina Downtown Neighbourhood Plan**

## **PART 1 INTRODUCTION**

### **1.0 Plan Approval Process**

In the fall of 2007, the Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urban Metrics, was retained by the City of Regina to create a new downtown plan. Plan preparation included extensive community consultation, current policy context assessment, and best practices research and analysis.

On September 21, 2009, City Council considered the “Regina Downtown Neighbourhood Plan: Walk to Work” (August 31, 2009 draft) and directed the Administration to prepare a by-law amending Part G of the Regina Development Plan By-law No. 7877 (Official Community Plan). The Administration has put Council’s instructions into effect through the preparation of the Regina Downtown Neighbourhood Plan By-law.

### **1.1 Purpose and Objectives**

The purpose of the new Regina Downtown Neighbourhood Plan (the Plan) is to effectively guide future growth and strategic investment into infrastructure, development, and urban design for the next 20 years. Downtown Regina includes the area within the following boundaries: CPR railway line to the north; Osler Street to the east; 13th Avenue to the south; and Angus Street to the west, (see Figure 1.1). The Plan sets the stage for great urban living by creating a complete Downtown community; enhancing the role of the Downtown as the heart of Regina, the Capital City of Saskatchewan; and creating a clearer sense of place through strong urban design. To do so, the continued strength of the existing employment base is identified as a key asset upon which the future of Downtown Regina needs to be built.

The Plan identifies a number of strategies to direct decision-making related to infrastructure, development, programming, policy, and urban design investments that reflect the new Vision for Downtown Regina that was developed through an extensive public consultation process.

Specific objectives of the Plan are as follows:

- a) To fulfill the mandate of the official community plan Downtown policies, including Downtown’s function as a unique place with a one-of-a-kind retail area, as a residential community, as an economic centre, as an accessible place, and as a key element of city life.
- b) To determine current and future potential for development within the Downtown.
- c) To update and re-articulate the community Vision for Downtown Regina.
- d) To create a framework for development and land use with associated actions and policies for implementation, including recommendations for infrastructure and urban design enhancements.
- e) To identify a residential strategy and associated actions that consider Downtown’s relationship with existing communities.
- f) To create a 10-year public realm and open space strategy that adds to and enhances the existing public realm and open space systems.



- These objectives will be met through the Plan’s urban design guidelines and standards for physical change articulated within the Public Realm and Built Form frameworks. The Plan will be implemented through an Action Plan, which expresses the main objectives of the plan.



In instances where there is conflict between this Plan and Official Community Plan Part B.21 – Saskatchewan Drive Corridor Plan, the Corridor Plan will prevail. **[Bylaw 2024-52]**

## **PART 2 The Downtown Neighbourhood Plan**

### **2.1 The Importance of a Great Downtown**

*“We shape our buildings, and afterwards our buildings shape us”.*

*– Winston Churchill*

Great cities have great downtowns. A great downtown is memorable and dramatic; life is played out on its streets. A great downtown is the drum that sets the rhythm of the city; there is a unique tune to every place. A great downtown draws people in; it inspires, energizes, and tells the story of the people who inhabit it - their dreams, aspirations, where they have been, and who they are becoming.

Downtown, in a multitude of ways, is the heart of the city. It is the preeminent civic, cultural, and commercial district. Urbanists, architects, sociologists, environmentalists, philosophers, and countless public intellectuals have observed that an intelligently designed downtown fosters the development of the most resilient and creative community in the city; one characterized by elements acting individually and in combination, that engender and sustain a high quality of life.

Thriving downtown areas facilitate vibrant cultural activities and commerce, attract tourists, incubate local independent businesses, accommodate a variety of lifestyle choices, make efficient use of existing municipal services and infrastructure, and offer a place for all to be. These attributes are unique to well-designed downtown areas because downtowns have the necessary population density, mix of uses, variety of activities, pedestrian charm, built quality, and sense of place that enables this vitality.

In an era when we are becoming increasingly aware of the unsustainable nature of suburban, sprawling, automobile dependent environments, great downtowns offer both an ancient and a new hope: a place where we can live in safe communities that allow us to undertake all of the activities of daily life - work, school, leisure - on a smaller geographical footprint and on foot.

Downtown Regina’s opportunity is to become the great destination of Regina. By developing a truly pedestrian-oriented environment that is also unique from the rest of the city, living life on foot becomes a luxurious opportunity for all. The Regina Downtown Neighbourhood Plan offers a vision for a lifestyle that is more active and interactive; more entertaining and stimulating; more diverse and yet more identifiable as the national and international icon of the City.

## **2.2 Elements of a Successful Downtown Regina**

### **2.2.1 Embracing the Winter City**

It is possible to have active streets year-round in a Winter City. To do so it is necessary to embrace winter weather. In Winter Cities where winter is respected and celebrated, people prepare for winter by wearing proper weather protection, and by designing uses, open space systems, and forms of movement that acknowledge the need for frequent moments of reprieve from the weather.

The urban environment must comfortably accommodate people on the streets in all seasons. This can be achieved through the effective and efficient maintenance of the streets such as removing snow from all sidewalks and roads. It can also be addressed through urban design measures that mitigate wind, snow, and cold, as well as through building designs and land use planning decisions that explicitly seek to shelter people from winter conditions.

For example, providing a continuous building frontage at the edge of a street, with awnings that shelter a sidewalk, as well as multiple entrances, presents a significantly different winter condition, with fewer negative impacts, than walking through surface parking lots, which provide no shelter and provide no opportunity for reprieve. It is possible to plan to minimize these negative experiences, thereby making the Winter City less harsh.

Providing spaces that can be used for winter celebration is essential to creating a culture that uses winter to define its distinction. Flexible civic spaces that can be programmed for festivals year-round exist elsewhere. These festivals are celebrations, important tourist attractions, and cultural rituals - and they usually take place within these cities' downtowns.

### **2.2.2 A Resilient and Diverse Residential Population**

Many North American cities recognize the tremendous demand for downtown living, particularly from among the increasing numbers of young professionals, empty nesters, and students who want to live in proximity to employment, unique shops, theatres, museums, bars, and restaurants. Most thriving downtowns are comprised of such a demographic.

A downtown neighbourhood provides a stable critical mass of people who in turn provide a market for retail districts, commercial office space, entertainment venues, and recreational destinations. This critical mass should be comprised of a diverse population characterized by a range of ages and socio-economic groups, making it feasible to establish a high diversity of downtown activities, niche-markets, and service options.

To support a diverse residential neighbourhood, a variety of housing types and employment opportunities are also necessary, as are neighbourhood amenities such as public schools. The housing stock should accommodate residents from all income levels who want to live downtown at any point in their life cycle. Diverse residential neighbourhoods in proximity to the downtown will benefit from nearby shopping, entertainment, and dining options. Correspondingly, downtown areas will benefit from the supplementary influx of pedestrian traffic supplied by adjacent neighbourhood inhabitants and by transit users who are attracted to the downtown's activities, shops, and other amenities.

### **2.2.3 Inviting Public Spaces**

Designed correctly, public spaces provide opportunities for improving the quality of life for those who work, live, and visit the downtown. Public spaces inspire people to walk and to linger downtown. They offer opportunities for reinvestment; serve as the primary locations for civic



assembly to celebrate, protest, or mourn; accommodate a variety of seasonal events including concerts, festivals and artisan displays; provide a safe and inviting locale; and offer street level storefront activity opportunities in adjacent surrounding buildings.

#### **2.2.4 A Clear Identity**

Downtown becomes memorable when it possesses a clear visual identity; an identity that functions as a symbol of place and of city. Identity is a part of the distinction of a place, distinction that attracts people to live, work, and play. A cornerstone of placemaking is the protection and enhancement of the authentic, unique, and memorable qualities that distinguish an area and define its identity, such as heritage, natural features, and architecture.

Architectural landmarks not only contribute to creating a sense of place and history through distinctive details, materials, and spaces, they also offer opportunities for adaptive reuse and integration into the downtown's fabric. They increase economic value for residential tenants and business owners alike, and they become tourist attractions. The city's built form, expressed through the skyline, is a key part of its visual identity. The unique mix of heritage buildings in a downtown setting tell the story of a place over time, a story that is as specific and unique as the visible historic fabric.

Identity can be heightened through a distinctive wayfinding and signage strategy that connects downtown destinations and provides convenient navigation between places.

#### **2.2.5 Pedestrian-Oriented**

Walking is the most affordable, equitable, and sustainable of all forms of transportation and is essential both as a means of movement and as a form of recreation. It should be supported by the built form of the urban environment, as well as with safe and comfortable connections between downtown destinations. This will inspire people to walk.

Quality of life and community development are associated with, and directly affected by, pedestrian activity. Pedestrian-oriented urban places are critical, since they generate a lively streetscape and reason for people to interact with each other and contribute to the landscape of civic life. Local businesses and restaurants located in an urban setting rely on walk-by customers. By locating commercial amenities within walking distances, it becomes possible to shape the built environment and social infrastructure in a way that enhances pedestrian movement and in a form that ultimately reduces dependence on the automobile for short journeys.

#### **2.2.6 Appropriate Density**

In order for a range of commercial, institutional, and cultural amenities, as well as public transit, to be viable in the downtown, a critical mass of people is required. If densities are too low, businesses will not survive. If densities are too high, or inappropriately configured throughout an urban landscape, infrastructure will be insufficient and new development will detract from, rather than contribute to, the urban fabric. More specifically, if too much density is accommodated on limited sites in the short-term, many other sites that are currently "gaps" in the urban fabric will not be developed in the near term. As such, density needs to be accommodated in an appropriate form in order to create vibrant streetscapes and interesting public places.

When gaps in the urban fabric are filled, walking becomes more desirable. There is interest, amenity, and activity for the pedestrian. Distances seem shorter, weather is easier to mitigate, and the likelihood of interacting with others increases. Determining the appropriate density for any urban environment is linked to an assessment of the critical mass of people required, anticipated growth rates, and the amount of infill necessary to begin to create a continuous public realm.

## **2.2.7 A Creative Sector Anchor**

Creative sectors include industries related to the visual arts, performing arts, knowledge-based sectors (such as academia and technical professions), hospitality and tourism, and of course the commercial sector. These symbiotic industries are recognized as a key driving force for economic development in urban environments. Further, the clustering - in which people, industries, and employment opportunities and interests locate in proximity to one another - of these professions is recognized to be essential to the economic health of cities and their regions.

Creative clustering allows individuals to interact as a community and to succeed both as individuals and as a cluster. Private businesses, small entrepreneurial initiatives, cultural organizations, non-profit organizations, and individuals involved in all stages of the creative process, ranging from full time workers to freelancers, all benefit from clustering in the downtown, due to shared interests and synergies. The existence and close proximity of different kinds of creative sector contributors produce a wide range of creative and cultural goods and services, lead to innovation, and contribute to the downtown's identity.

Downtowns should strive to become anchors for the creative community, recognized by many to be the core force of growth in our future economy. The synergies and benefits of becoming a creative sector anchor are many. These include added value for commerce and housing; job creation, retention, and expansion in desirable sectors which in turn propagate a desirable built form and sense of place; and establishing the downtown as a hub for talent and tremendous economic development potential.

## **2.2.8 Accessible Movement Options**

An important consideration for developing a complete, walkable, dense, and vibrant downtown is the improvement of transit service to truly become supportive of a more active downtown. Regular, reliable, and convenient transit service will encourage new residents to live a car-free downtown lifestyle and will enable visitors to travel downtown without automobiles, to enjoy the downtown's character, amenities, and activities on foot, and to frequent local businesses.

A key impact of improved transit will be to reduce the need for surface parking in the downtown, freeing-up existing lots to be redeveloped. The reduction of downtown surface parking lots will fill gaps in the public realm. New development will contribute to further improvement of downtown's character and physical coherence, attract new residents who in turn will support enhanced amenity, and create an increasingly vibrant environment.

## **2.3 Vision and Principles**

The Vision Statement expresses the rationale for the Regina Downtown Neighbourhood Plan, on which all directions, recommendations, and actions have been based. This is a statement espoused by the public and reflects the desired outcome of this Plan. Future Downtown developments will be reviewed for consistency with the Vision and Principles that follow.

### **2.3.1 Vision Statement**

*In 20 years, Downtown Regina will be a new complete neighbourhood with a community of people from all walks of life who thrive in an active, accessible, green and historic urban setting, and who, if they choose, are able to walk to work.*

*This neighbourhood will include families, students, older and young adults, empty nesters and professionals, and will be sustained by a strong employment, retail, and commercial base.*

*Downtown Regina will also be a cultural hub, a place where residents from across the city and tourists alike come to meet one another, to experience beauty in an urban setting, to visit galleries, to attend events, to access services, to shop at one-of-a-kind specialty retail stores and to dine at one-of-a-kind restaurants. It will be a place where entrepreneurship flourishes.*

*As a result of building standards that promote environmental sustainability and a high-quality living environment, as well as urban design investments that seek to create an exceptional public realm, the Downtown, as the central place for all Reginans, will be a place of distinction and beauty.*




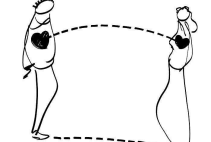










**Figure 2.1:** Conceptual Image of the Future of Downtown Regina



## 2.3.2 Principles

Twelve Principles stem from the Vision for Downtown Regina. These Principles are in keeping with the necessary elements of a great downtown and have been fundamentally informed by the public consultation process. The Principles function as a guiding framework to ensure that the Vision is clearly translated into the Regina Downtown Neighbourhood Plan's policies and actions, and are also rooted in every one of the Big Moves. More importantly, these Principles must be taken as a whole. All of these Principles, in equal measure, must be respected to fulfill the Vision. The Principles are the most static part of the Plan and should be used to guide decision-making over the long term.

	<p><b>Principle 1: For all Regina</b></p> <p>Downtown should be integral and integrated with the city and region, a welcome social gathering place for all of Regina.</p>
	<p><b>Principle 2: A Complete, Livable Community</b></p> <p>Downtown should be a neighbourhood where people live, work, meet, stroll, shop, congregate, observe, play, and worship.</p>
	<p><b>Principle 3: Gorgeous</b></p> <p>Downtown should be a source of civic pride, with a strong identity.</p>
	<p><b>Principle 4: Connected</b></p> <p>Downtown should connect to surrounding neighbourhoods and to the activities within.</p>
	<p><b>Principle 5: Dynamic</b></p> <p>Downtown should be animated and vibrant 24 - 7 - 12. Built form should encourage small enterprises, different-scaled spaces, and a mix of uses.</p>
	<p><b>Principle 6: A Hub</b></p> <p>Downtown should be a centre of arts, culture, creativity, innovation, and knowledge and an incubator for artists and entrepreneurs.</p>
	<p><b>Principle 7: Walkable + Multi-modal</b></p> <p>Downtown should offer a built form and open space system that encourages people to walk and enables transportation options.</p>

	<p><b>Principle 8: Safe</b></p> <p>Downtown should be an environment where people feel safe and welcome, providing “eyes on the street”, animation, and clear pedestrian environments.</p>
	<p><b>Principle 9: Healthy</b></p> <p>Downtown should foster healthy lifestyles and sustainable environments.</p>
	<p><b>Principle 10: Accessible, Inclusive, and Diverse</b></p> <p>Downtown should be open to all and should foster a diversity of uses, people, activities, and living choices.</p>
	<p><b>Principle 11: Adaptive Re-use</b></p> <p>Downtown should build upon its unique identity and heritage: buildings, streets, and landscapes.</p>
	<p><b>Principle 12: The Best Place to Invest</b></p> <p>Downtown Regina is, and should continue to be, the best place to invest both private and public sector dollars. New commercial developments – office, retail, and services – are welcome and will be supported.</p>

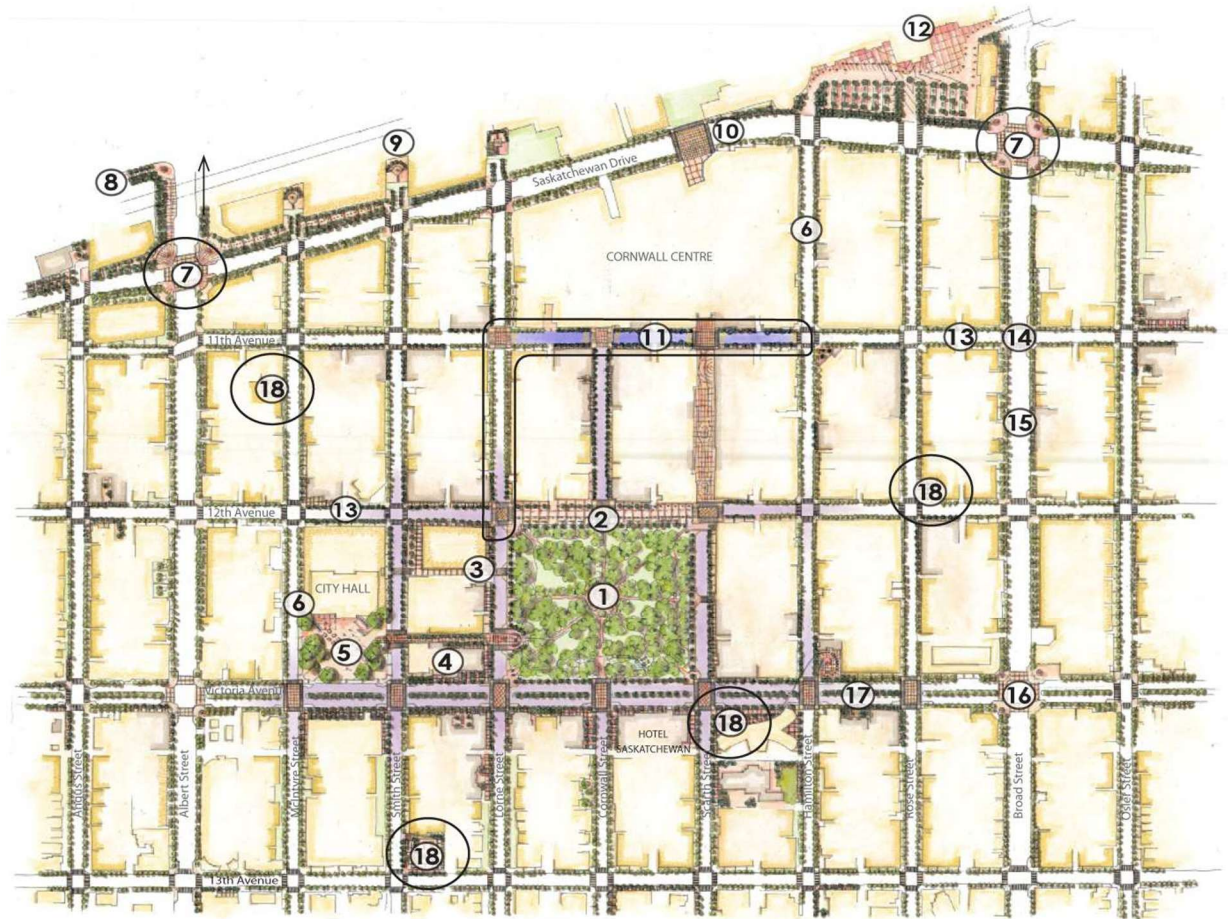
## 2.4 Conceptual Neighbourhood Plan

This Conceptual Downtown Neighbourhood Plan demonstrates one possible outcome of the Vision. It illustrates the inter-relationship between streetscape improvements, a new public open space strategy, defined new gateways, and the full build-out of currently vacant or under-built sites. (Map 1)

Conceptual Plan Key Design Moves:

- 1) Victoria Park is the focal point of the Downtown and is surrounded by active uses.
- 2) Plaza treatment extends the City Square and roads can be closed to host additional festivals and events.
- 3) Unique streetscape in heritage core (Victoria Park area) and in front of other historic buildings.
- 4) Pedestrian linkage from Queen Elizabeth II Court to Victoria Park.
- 5) Queen Elizabeth II Court animated with active edges including café spill-out, engaging summer and winter water features, and a variety of amenities.
- 6) Friendly façade treatments throughout the Downtown, particularly on all public buildings.
- 7) Gateways into the Downtown can include public art.
- 8) Pedestrian linkage to Mosaic Stadium/Evraz Place (Dewdney Avenue Corridor).
- 9) Possible small pocket parks or building features at the termini of north-south streets.
- 10) Broad sidewalks and double row of trees for Saskatchewan Drive, Broad Street, and Albert Street.
- 11) Possible new high quality transit shelters along a transit hub waiting area.
- 12) Create a train station park at the location of the historic park.
- 13) Immediate conversion to two-way east-west streets.
- 14) Pedestrian crosswalks at all Downtown intersections.
- 15) Bike lanes on key Downtown streets.
- 16) Special crosswalks at intersections along Victoria Avenue.
- 17) Reinstate grand landscaping treatment for Victoria Avenue.
- 18) New or revitalized pocket parks (shown as conceptual; locations to be determined).





**Map 1: Conceptual Downtown Neighbourhood Plan**

## 2.5 Plan Policy Interpretation

The Regina Downtown Neighbourhood Plan uses language that is both general and very specific. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Officer and the development industry.

All maps included in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. All figures in this plan are considered to form part of the Regina Downtown Neighbourhood Plan by-law. Should an inconsistency arise between a policy and a map or figure, the policy will take precedence. All Appendices attached to this plan are considered to be supporting information and do not form part of the Regina Downtown Neighbourhood Plan by-law. Appendices are included to provide context for the Plan's policies and to assist with policy interpretation.

All development applications within the Downtown are subject to the provisions of the Plan. Amendments will be prepared for the Downtown area in the current Regina Zoning By-law guided by the Regina Downtown Neighbourhood Plan's Public Realm and Built Form frameworks. [#2024-56, s.7, 2024]

In order to ensure the Plan continues to meet its objectives, the Administration will provide regular reporting. Reports will consider and summarize the following Plan components:

- an overview of the Action Plan status, an update on the implementation of individual Actions, and recommendations related to emerging issues and proposed new Actions to address them; and
- implementation of the urban design review process, including proposed amendments to the process and proposed refinements to the bonusing framework and community amenities requirement.

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and must be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable features of fixed boundaries such as property lines, roads, or utility rights-of-way.

Where a purpose or rationale statement accompanies a policy, it is provided for information purposes only in order to enhance understanding of the policy. Should an inconsistency arise between the purpose or rationale statement and a policy, the policy will take precedence.

Where “must” or “shall” are used in a policy, the policy is considered mandatory. In most cases, policy standards apply to whole street blocks or entire districts. Individual development sites must comply with the standards in order to ensure the full extent of the policy direction is attained and that maximum benefit accrues to the broader area. Often, a variety of options are available in order for a development to comply with the policy standard. In other circumstances, additional development rights are available to proponents in exchange for specified community amenity contributions. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where “should” is used in a policy, the intent is that the policy is to be complied with to the extent possible in the specific development circumstance. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy. In such circumstances and where the proponent has demonstrated achievement of the policy intent, development can proceed without

need for Plan by-law amendment. It should be noted, too, that all other applicable codes and by-laws remain in force and effect.

Where “may” or “encourage” are used in a policy, they are provided as a guideline or suggested means of implementing the intent of the policy.

## **2.6 Action Plan and Implementation Strategy Interpretation**

In order to realize the potential of the Downtown as envisioned in the Regina Downtown Neighbourhood Plan, the key will be the successful implementation of its Public Realm and Built Form Frameworks and its Action Plan. The Action Plan’s list of projects, studies, and programs should not be interpreted as final or comprehensive. At the same time, it should be understood that the actions identified have been carefully selected in order to improve the Public Realm and set the stage for private sector investments. Additional projects and studies should also be based on these factors. Time frames for these projects will depend on City of Regina work programs and priorities as well as on the priorities of other Downtown stakeholders. Specific timing of projects and studies identified in Part 5 will in some cases be set by Council, either through reporting on specific projects or studies or through approving corporate work programs. The Action Plan list of actions serves to guide the development of future work programs.

Being a visionary, strategic, and policy document, the Plan does not include specific financial cost estimates for individual projects or initiatives. Costing will be done at the time of further reporting to Council on specific actions or initiatives or through the budget process. Funding may come from Bonus Framework contributions, partnerships, local improvement by-laws, community revitalization levies, the operating budget, the capital budget, combinations of sources, or new yet to be determined sources.

The Action Plan details will be worked out as part of the plan implementation process.



## **PART 3 PUBLIC REALM FRAMEWORK**

### **3.1 Purpose and Objectives**

The Public Realm Framework is the general plan that defines and guides the implementation of the Regina Downtown Neighbourhood Plan with respect to the existing and potential Downtown elements that are primarily in public ownership. This includes public uses, all public open spaces, and streetscapes. The Public Realm Framework shapes the most prominent and visible aspects of the urban environment and, therefore, determines the character and the quality of the Downtown experience.

Consistent with the Vision for Downtown Regina, the purpose of the Public Realm Framework is to ensure that the quality and character of the public realm will enhance Downtown's livability, economic vitality, aesthetic quality, and pedestrian environment. The key objective of the Public Realm Framework is to develop a legible, coherent, and appealing physical environment. This is accomplished by identifying and coordinating improvements to the public realm in keeping with the Vision.

By articulating the objectives for the public realm that are necessary for bringing the long-term Vision to fruition, this framework serves as the primary guide for informing and making decisions with respect to capital improvements and strategies. The City of Regina must lead by example, creating a splendid public realm that exhibits the highest quality in design and materials. Regina's leadership must extend beyond the physical infrastructure to include regular maintenance and upkeep, programming of public spaces, and monitoring and enforcement. Together, these actions will set a high standard for Downtown public spaces, providing public benefit and inspiring private investment to follow suit.

The components that comprise the Public Realm Framework are:

- Creating a Successful Public Realm (section 3.2)
- Streetscapes and Rights-of-way (section 3.3)
- Open Spaces (section 3.4)
- Visual Prominence (section 3.5)

Each component is a strategy on its own and contains detailed guidelines and/or standards that make reference to specific locations, streets, and typologies.

### **3.2 Creating a Successful Public Realm**

#### **Introduction**

A successful public realm is and is perceived as safe, is easy to navigate, and is barrier-free. Safety, wayfinding, and accessibility improvements will enhance the Downtown for all users and will encourage still more users attracted by a successful public realm.

### **3.2.1 Safety**

#### **Intent**

How the public realm is designed, programmed, and interfaces with surrounding streets and land uses are crucial to its capacity to attract and delight a broad spectrum of users and to ensure the Downtown is a place where people feel safe and comfortable. Accordingly, principles that build on Crime Prevention Through Environmental Design (CPTED) are to be applied to all Downtown public open spaces.

CPTED is a proactive crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. It is a worldwide strategy base on common sense. CPTED advocates the proper design and effective use of the built environment to lead to reductions in the incidence and fear of crime and to overall improvements in quality of life.

#### **Objectives**

Building upon CPTED, design objectives for the public realm include:

- a) Provide active building frontages facing public spaces, including entrances and windows, to ensure people's "eyes" are on the space, thus enhancing the sense of safety and discouraging inappropriate behaviour.
- b) Facilitate active uses within public spaces including sidewalk patios, outdoor displays, buskers, festivals, and the like.
- c) Design the public realm to enable ease of access and egress and avoid the creation of entrapment spots that are not highly visible or well-used.
- d) Include a variety of activities and a mix of surrounding uses to facilitate constant public use and/or surveillance of the space in all hours and seasons.
- e) Ensure clear views of surrounding areas of streets and open spaces.
- f) Incorporate adequate lighting to ensure all areas of circulation, entrance, and connection are lit.
- g) Use legible signs and orienting devices such as landmarks and pathways.

#### **Policy 1:**

**THAT the City of Regina shall use CPTED principles to enhance safety in the design of public spaces in the Downtown.**

### **3.2.2 Wayfinding**

#### **Intent**

Wayfinding orients all Downtown users to ensure they are able to move with ease and confidence. All elements of the public realm and built form have the potential to contribute to this orientation. Wayfinding tools include signs, graphic communications, spatial markers, streetscape elements, building design, the street network and space planning. All elements should work together to ensure that routes are easily understood and navigated and that destinations are clear. The Public Realm Framework is designed to contribute to clear wayfinding, such as designing for visual prominence and providing unique streetscape treatments. These approaches are useful for both residents and visitors.

Of particular assistance to visitors are graphic communications, including street signs, directional signage, and maps. Downtown Regina should establish a continuity of signs throughout, with all key cultural destinations identified by signage and maps. This may require the co-ordination or redesign of signage for transit routes.

#### **Objectives**

Design objectives for wayfinding are:

- a) Ensure the built form reinforces a clearly navigable environment.
- b) Ensure street signs are easily legible for pedestrians and vehicles.
- c) Ensure building addressing is clearly seen from the street for all buildings.
- d) Design public spaces and landscapes to maintain and reinforce views of landmark buildings, public art, and open spaces.

#### **Policy 2:**

**THAT the City of Regina shall collaborate with downtown stakeholders to implement a signage and wayfinding system for Downtown Regina.**



### 3.2.3 Accessibility

#### Intent

Downtown Regina should promote barrier-free accessibility for all users throughout, particularly to improve opportunities for employment and education. This includes careful attention to navigation: through smooth grading of surfaces, clear routes, and obvious wayfinding cues.

#### Objectives

Design objectives for accessibility are:

- a) Ground surfaces should be stable, firm, and slip-resistant and have smooth transitions in level.
- b) Circulation routes and building entrances should be barrier-free and utilize contrasting materials, textures, and/or colours for visual guidance. Locate trees, poles, benches, utilities, and other streetscape elements outside of main circulation routes.
- c) Provide flat areas at building entrances, crosswalks, transit stops, and other waiting areas.
- d) Ensure all pedestrian spaces including sidewalks, walkways, crosswalks, and open spaces are linked in a continuous network and provide connections to buildings, parking, and transit, that are also wheelchair accessible.
- e) Public spaces and wayfinding signage should be well lit at night.
- f) Encourage universal design principles for new developments and redevelopment projects.
- g) Provide extensive snow clearing to maintain surfaces for pedestrians, cyclists, strollers, and wheelchairs throughout the winter.

#### **Policy 3:**

THAT the City of Regina shall consider barrier-free accessibility in the design of public spaces in Downtown Regina to promote accessibility for all users.

### 3.3 Streetscapes and Rights-of-Way

#### Introduction

The design of streetscapes is intended to enhance the Downtown experience and nurture a culture of walking. Streets are the primary component of the public realm and supplement the open space network by providing pedestrian and green amenities. Downtown streets also function as access routes to key services for rural Saskatchewan. Maintaining Downtown permeability through the conservation of street functions is important in this regard. Streetscapes strengthen precinct and heritage area identities and reinforce visual and physical connections across the Downtown and to adjacent neighbourhoods. Buildings play an important role in shaping the character of the street and the Public Realm Framework has been designed to reinforce this relationship.

#### Intent

The use of space within the public right-of-way should reflect the importance placed on its various users and modes of movement. The Regina Downtown Neighbourhood Plan seeks to shift the culture of vehicle use in the Downtown to one focused on active transportation – walking, cycling, and transit. As a consequence, space given to sidewalks and bike lanes must be generous and consistent throughout the Downtown, such that it creates a safe environment for active transportation, validates these users, and signals the importance of these forms of movement to drivers. To achieve this, space in the public right-of-way should be reallocated.

The Public Realm Framework, as it relates to streetscapes, seeks to rebalance the configuration of streets to provide for and emphasize the primacy of the pedestrian. To realize the desired character and function of Downtown streetscapes, it will be imperative to ensure that pedestrian movement and the importance of cycling inform decisions about lane widths. Inevitably, more urban lane width standards will be required. Also, particular consideration will need to be given to transit needs, such as the integration of bus stops on streets with bulb-outs or with on-street parking.

#### **Policy 4:**

**THAT the City of Regina shall, over time, amend policies and standards to prioritize active transportation over vehicle use in the Downtown.**

### 3.3.1 Heritage Streetscapes

#### Intent

Public realm elements should bring attention to and complement the Downtown's historic buildings and landscapes. This includes a distinct public realm treatment for the Heritage Heart, the area focused around Victoria Park and Victoria Avenue (from Albert Street to Broad Street), and its heritage streetscape shown in Map 2 where there is a significant number of contiguous heritage buildings and landscapes.

A special streetscape treatment should be designed for both the Heritage Heart as a distinct district and for stand-alone heritage buildings elsewhere in the Downtown, where it can be applied to the sidewalk immediately in front of these buildings (also see section 3.3.2).

#### Objectives

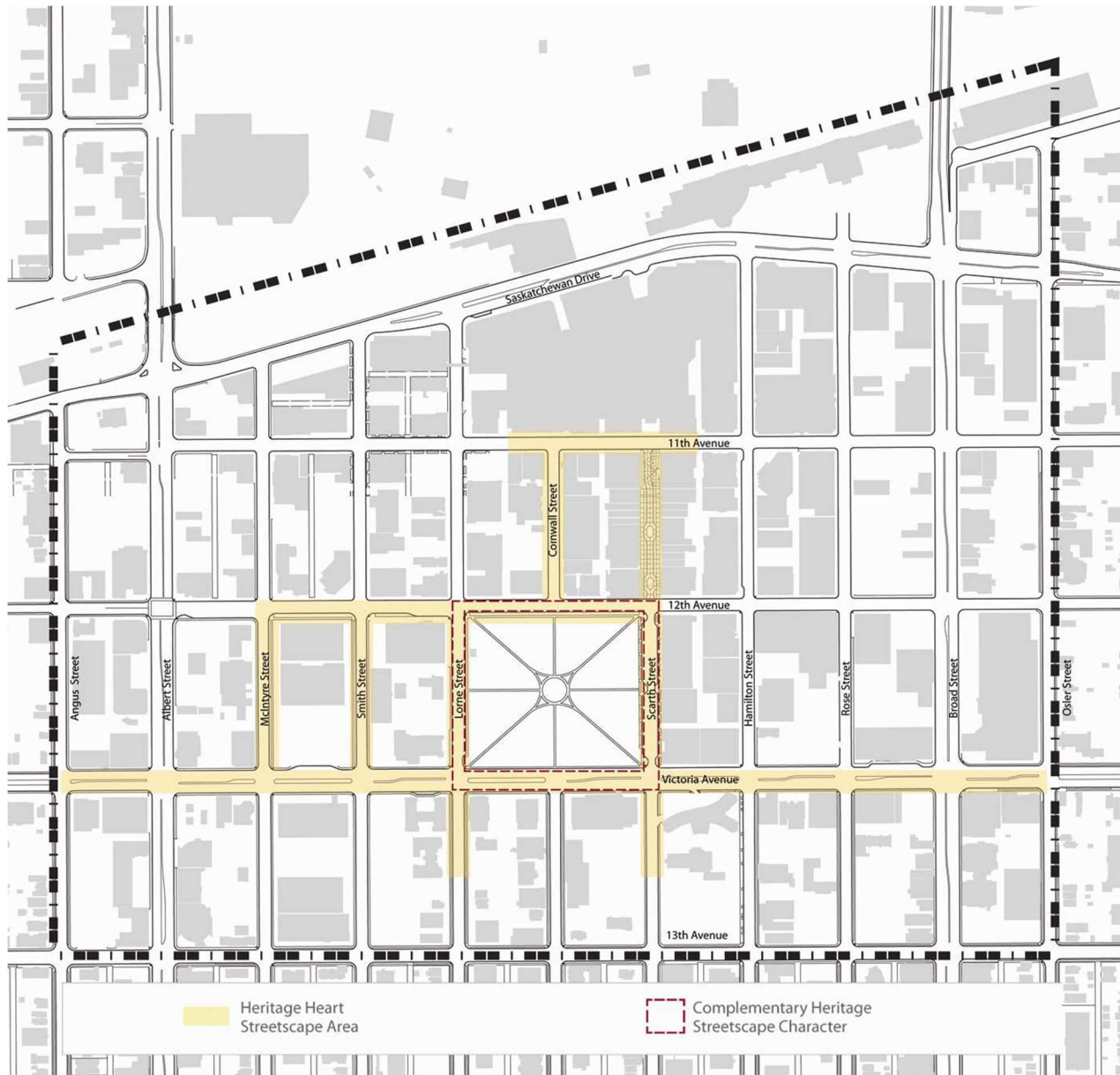
Design objectives for heritage resources located along Heritage Streetscapes include:

- a) Contribute to the conservation of significant historic places and to the heritage character of the district.
- b) Create a high quality and consistent image for the Heritage Heart. This area corresponds to the core of the Downtown and the primary tourist area.
- c) Emphasize the visual prominence of heritage buildings, for example by spacing street trees further apart or locating them to emphasize special features such as entrances or architectural elements.
- d) Provide an enriched cultural environment by communicating historical information through interpretive signs and elements.
- e) Use hard vertical landscape elements such as bollards, lighting, and/or signage to define spaces such as the edge of the sidewalk in place of street trees where desirable.
- f) Emphasis should be placed on design measures that are winter friendly because vertical elements are visible and can be experienced in all seasons.
- g) Incorporate historical references into the design of hard landscape elements, for example the name of the building and its date of construction in the paving.
- h) Incorporate subtle variation in the streetscape treatment, for example by varying paving, materials, hard landscape elements, tree species, colour palette, and/or texture.

#### **Policy 5:**

**THAT the City of Regina should ensure the visual prominence of heritage streetscapes and heritage buildings in Downtown Regina through the implementation of complementary public realm improvements and the application of design standards and controls in the zoning bylaw.**





**Map 2: Heritage Heart**

### 3.3.2 General Streetscape Elements

#### Intent

A variety of elements – street trees, paving materials, street furnishings, signage, and others – combine with the buildings and uses that line the public realm to create a streetscape. The streetscape typologies direct how the right-of-way elements should be organized, depending on the function of the street and its role within the overall Downtown system. Direction is also provided for other right-of-way elements including crosswalks, transit facilities, cycling facilities, and the relationship between buildings that line the street edge (particularly at street level) and the right-of-way itself.

#### Objectives

- a) As part of creating a great pedestrian realm and creating a green Downtown, trees should line all streets.
- b) As streets are renewed, sufficient space must be allocated within rights-of-way to accommodate tree growing conditions, including rooting medium, irrigation, aeration, space to grow, and access to light.
- c) Urban trees undergo high stress and tend to have shorter life spans, no matter how extensive their supporting conditions. The City of Regina should provide a high level of care and maintenance and, when necessary, replacement.
- d) Streetscape elements and materials should be of high quality, inclusive of paving, lighting, bollards, benches, waste receptacles, utility boxes, paving materials, tree grates, vending boxes, signage, wayfinding, and transit shelters, among others.
- e) These elements should be coordinated along streets to create a well-designed, cohesive, and legible public realm consistent throughout the Downtown.
- f) Streetscape elements should be used sparingly and consolidated where possible, in order to reduce clutter and create a clean, legible streetscape environment.
- g) Subtle variation in streetscape character should occur for special circumstances, such as for the Heritage Heart Streetscape Area (see Map 2).

#### **Policy 6:**

**THAT the City of Regina shall standardize streetscape elements and typologies to ensure the Downtown maintains a healthy urban forest and consists of a well-designed, legible and consistent streetscape.**

### 3.3.3 Streetscape Typologies

#### Intent

A hierarchy of streetscapes is proposed that distinguishes streets by unique characteristics. The hierarchy is intended to reinforce the original urban design functions with respect to land uses; level of pedestrian, cycling, and vehicular use; and their visual and physical connectivity to features, landmarks, and destinations.

The components that together comprise the Streetscape Typologies are:

- Grand Avenues
- Primary Streets
- Secondary Streets
- Alternative Street Configurations

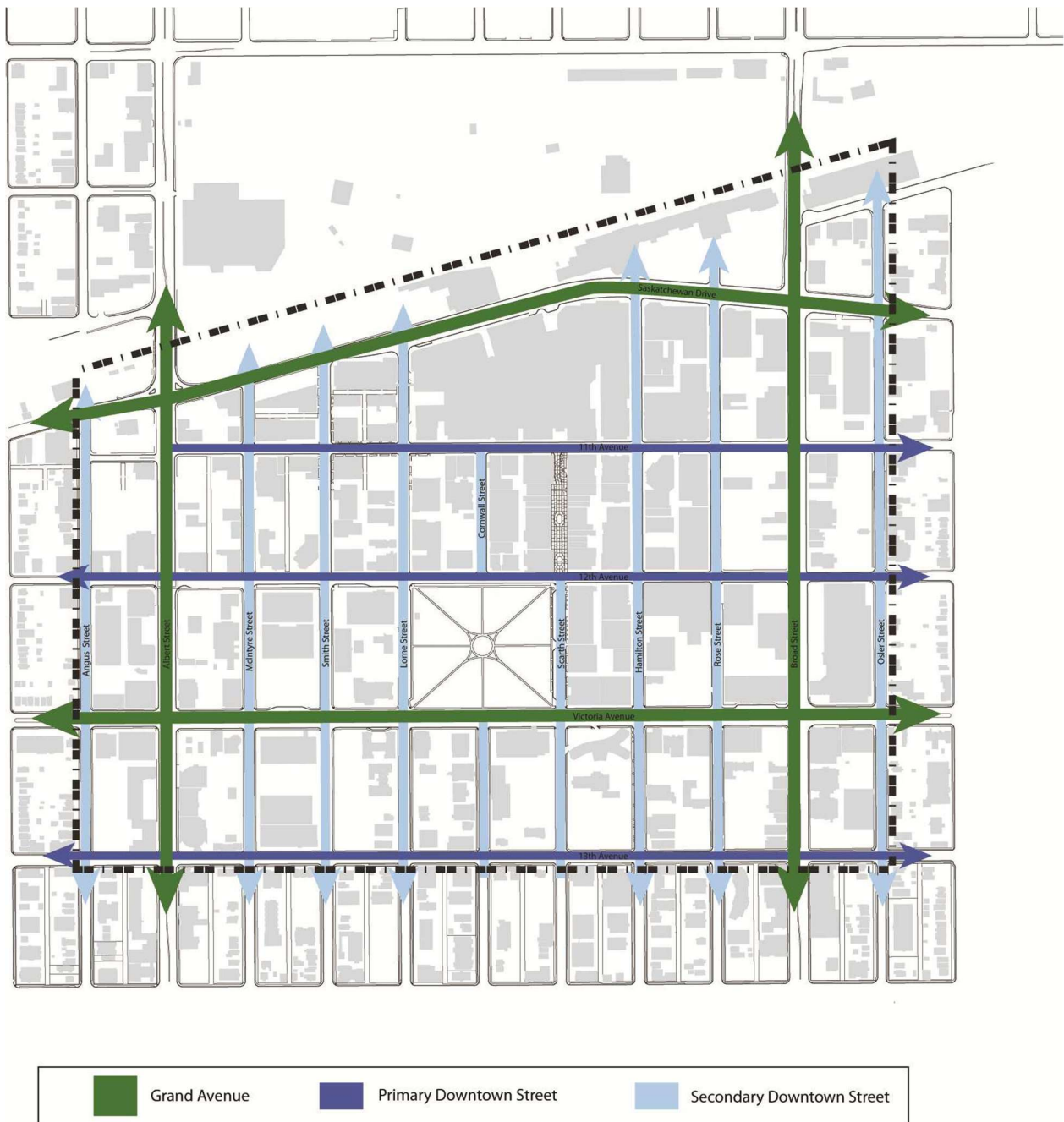
The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in Appendix 2 represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

#### **Policy 7:**

**THAT the City of Regina shall recognize the following streetscape typologies for Downtown streets and develop new Downtown street standards based on them: Grand Avenues, Primary Streets, Secondary Streets, and Alternative Street Configurations.**





**Map 3: Streetscape Typologies**

### 3.3.4 Crosswalks

#### Intent

Crosswalks serve two functions: the clear demarcation of a safe route for pedestrians to cross and a traffic calming measure. Frequent crosswalks will help promote slower traffic speeds and cautious driving in the Downtown.

#### Objectives

All Downtown intersections should have crosswalks, with the following design objectives.

- a) When streets are renewed, surfaces such as stamped coloured asphalt may be incorporated as the new minimum crosswalk standard. Crosswalks should be as wide as the adjacent sidewalks or a minimum of 3 metres.
- b) Materials will need to be explored that are tolerant of snowplow equipment and extreme cold. Some testing may be required to find the most durable treatment.
- c) Crosswalks at special locations should incorporate higher quality treatments. These locations include:
  - i. The four primary Gateways (see section 3.5 and Map 6), which should have unique treatment and wider crosswalk zone of a 6 metre minimum.
  - ii. Along Victoria Avenue, between Albert and Broad Streets, to enhance Victoria Avenue's civic presence.
  - iii. Around the City Square Project (see section 3.4.3.1) including mid-block locations along the east and west sides.
  - iv. At all intersections near the Downtown transit mall (see section 3.3.5.1).
- d) The Grand Avenues should have sidewalk "bump-outs": widened sidewalk areas at intersections in place of on-street parking. This creates a more generous pedestrian zone and shortens the road crossing distance for pedestrians.
- e) Bollards should be incorporated into the design of bump-outs to delineate where the curb ends.
- f) Crosswalks should provide smoothly graded transitions including depressed curbs.
- g) Every intersection should have two ramps; one for each corresponding direction, rather than one ramp directed towards the centre of the intersection.

#### **Policy 8:**

**THAT the City of Regina shall, over time, upgrade crosswalks to ensure barrier-free accessibility, pedestrian safety, clarity in the design of special areas, and to encourage walking as a form of active transportation in the downtown.**

### **3.3.5 Transit Facilities**

#### **Intent**

Reduced transit time and more reliable service will encourage more people to choose transit to visit, shop, and work in the Downtown. This section provides direction on encouraging transit use through increased customer convenience, comfort, safety, and operational efficiency. The system will become more legible by being more firmly ingrained into the overall Regina transportation system, through establishing a focused Downtown transit mall and improved transit shelters at all transit stops.

#### **3.3.5.1 Transit Mall**

##### **Intent**

The conversion of the east-west Primary Streets (Map 3) to two-way traffic enables consolidation of both directions of transit along one street, which facilitates a more intuitive system, including access and transfers. Eleventh Avenue could become the primary transit mall and exchange location, although further analysis is required to ascertain the ideal location for this activity (Map 4).

Transit infrastructure provides the opportunity to emphasize the primacy of the pedestrian realm, since all transit users are pedestrians at the beginning and end of their trips. Access to and the quality of transit infrastructure should take precedence over the private automobile.

##### **Objectives**

Design objectives for the transit mall include:

- a) High quality transit shelters, of generous proportion (continuous canopy or multiple individual shelters).
- b) Locate shelters to maximize circulation space for sidewalk users, while providing sufficient space for embarking and disembarking transit users. On 11th Avenue, for example, since space is constrained, this may mean innovative shelter design (cantilevered from buildings, single pole, etc.).
- c) Partner with adjacent buildings to create highly visible, glass enclosed, heated indoor transit waiting areas. They should be large enough for seating, standing, circulation, information display, and ticket vending (minimum 2.5 metres from glass to back wall).
- d) Decorative crosswalks at all intersections to facilitate pedestrian movement.
- e) Highly visible bus lanes. Distinct paving, painting, and/or labeling for several years will help establish the priority of transit and a distinct identity.
- f) A signage and wayfinding system that identifies schedule and routing information for each transit stop or platform. Signs should be large enough to be visible within the proposed transit mall.



### **3.3.5.2 Transit Shelters**

#### **Intent**

Transit shelters are significant elements in the public realm and an opportunity to help support Downtown's unique identity. Enhanced transit shelters will be strategically introduced into the Downtown, beginning with key locations such as the new transit mall.

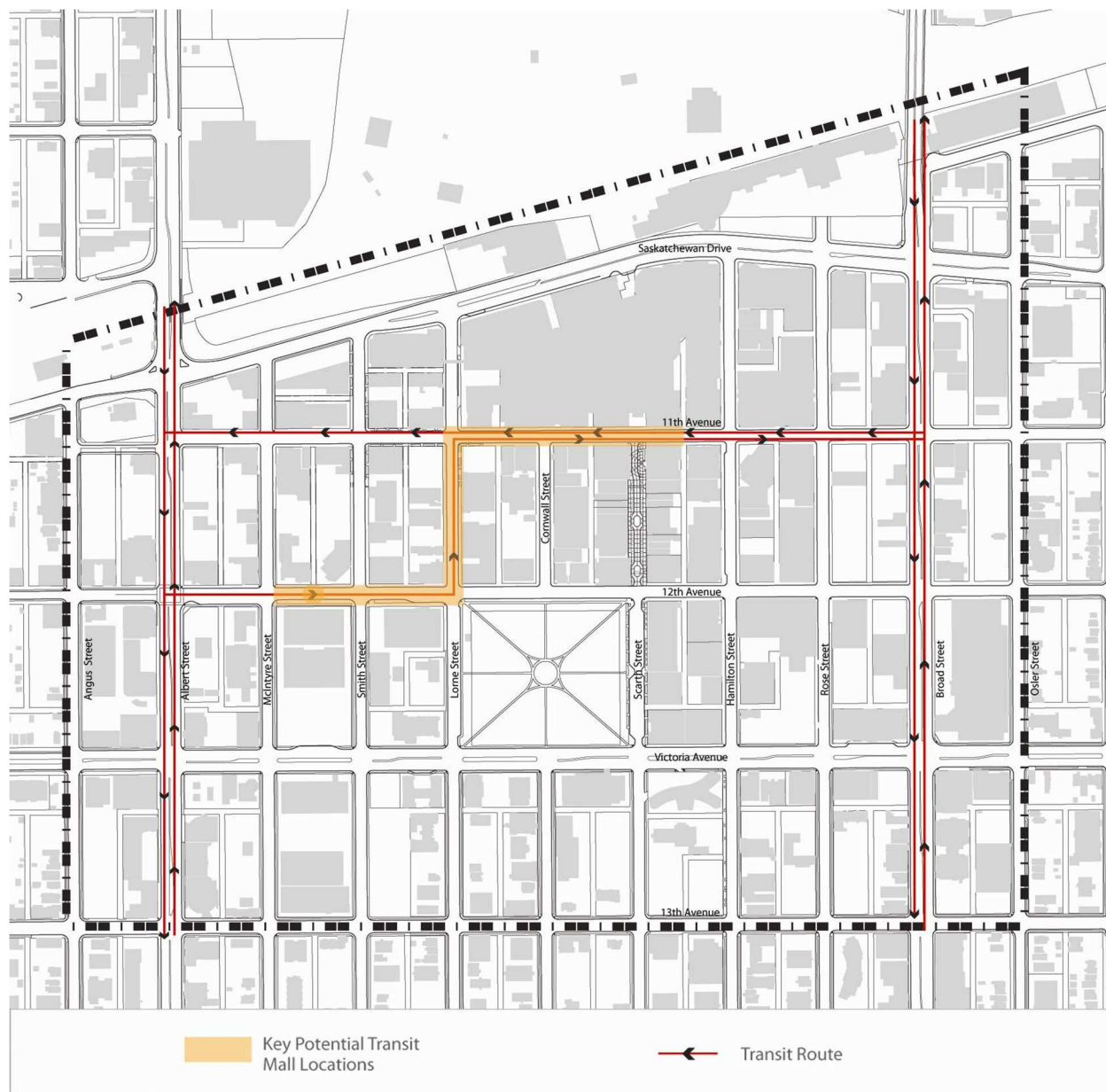
#### **Objectives**

Design objectives for transit shelter areas include:

- a) Create paved, barrier-free access to the shelter and transit vehicle.
- b) Provide well-designed, durable transit shelters of high-quality materials that include:
  - i. An overhead canopy that provides shelter from precipitation and sunlight.
  - ii. Highly transparent sides. Advertising should be permitted only on the side facing away from the direction of traffic.
  - iii. Seating.
  - iv. Standing room for additional persons.
  - v. The name of the transit stop or adjacent street.
  - vi. A route map and information on frequency and other service information.
  - vii. Heating.
  - viii. Night lighting.
  - ix. Adaptability to changing technologies such as display of real-time service, plug in or wireless network connections, and other media.
  - x. Maximize pedestrian circulation and waiting space, particularly where sidewalks are narrow.
- c) Provide a nearby cluster of newspaper boxes, vending machines, and waste receptacles.

#### **Policy 9:**

**THAT the City of Regina should consider developing a permanent, legible, and convenient transit mall in Downtown Regina and invest in innovative and well-designed transit shelters throughout the Downtown.**



**Map 4: Potential Public Transit Map**

### **3.3.6 Bicycle Infrastructure**

#### **Intent**

Places that thrive because people choose to move around on bikes do so as a result of a concerted strategy designed to create a cycling culture over time.

Facilitating safe and convenient cycling as a form of Downtown transportation is a key objective of the Public Realm Framework. new cycling infrastructure will need to be developed to clearly articulate the importance cycling will play to the future of the city.

#### **3.3.6.1 Bike Lanes**

##### **Intent**

Bike lanes are recommended for almost all Downtown street typologies with the exception of roadways recommended for transit lanes and Victoria Avenue because of its intended ceremonial function.

##### **Objectives**

Design objectives for bike lanes are:

- a) Bike lanes should be highly visible, including bright paint on the road surface with clear lane markings, and overhead or street-side signs.
- b) Lane widths should be generous, particularly along the arterial roads, in order to create a sense of security for cyclists.
- c) Bike Boxes are recommended at intersections. These are areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized as a road user. In the fullness of time, when streets are renewed, Bike Boxes should become coloured asphalt.

#### **3.3.6.2 Bike Parking**

##### **Intent**

Additional bike parking facilities should be provided throughout the Downtown, in a variety of configurations.

##### **Objectives**

Design objectives for bike parking are:

- a) Bike parking quantity should be based on the importance of the destination. Cornwall Centre and Victoria Park should have significant bike parking available in close proximity. Major office buildings should also have lots of bike parking in proximity.
- b) Bike parking should not be located in pedestrian travel zones or gathering areas. Along streets, bike racks should be located at regular intervals in line with other street furniture and street trees. Bike racks should not be located in immediate proximity to street corners and transit stops.
- c) Individual bike racks are appropriate along all streets and should be provided along retail frontages at a frequency similar to vehicle parking.



- d) Enclosed bike lockers should only be located where there is sufficient space, generally in plazas, forecourts, and parking garages. They should generally not be located along streets. Ensure they are sited where they do not obstruct sightlines, but where they can be clearly observed from surrounding streets and spaces.

### **3.3.6.3 Cyclist Facilities for New Development**

#### **Intent**

Major new Downtown developments should provide facilities for cyclists. All new parking garages should provide dedicated bicycle parking at or near the main entrance. Existing garages should be encouraged to add bike parking.

#### **Objectives**

Design objectives for cyclist facilities for new development are:

- a) For residential buildings, secure bike parking should be provided at a rate of one bike parking space for every unit.
- b) For employment uses, secure bike parking should be provided at a rate of one bike parking space to every 500 square metres of floor space. Additionally, they should provide showers and change facilities.

#### **Policy 10:**

**THAT the City of Regina should incorporate cycling lanes, bike boxes, and bike parking facilities in all infrastructure upgrades and require bicycle parking and amenities in new downtown developments through the development review process.**

### 3.3.7 Public Street/Building Interface

#### Intent

There are a variety of typologies for the interface of public streets with buildings that should occur in the Downtown. They are distinguished by the desired character of the right-of-way as well as by the adjacent use. It is important to appreciate the link between the public right-of-way and adjacent buildings. A strong public realm cannot be achieved without correspondingly quality private development. Conversely, without a legible and carefully designed public realm, the benefits of well-designed buildings may be squandered. This section provides direction for a variety of common building-to-public right-of-way interfaces.

#### 3.3.7.1 Typical Interface

##### Objectives

Design objectives for typical street/building interfaces are:

- a) A continuous sidewalk treatment generally should extend from the curb to the building edge and building access should be provided at street level (Figure 3.1).
- b) Buildings should be located to define a consistent edge to the public realm.
- c) In most cases the building will be located at the front property line, while in the case of the Grand Avenues, buildings will be set back to a build-to line to create a wider pedestrian environment (Figure 3.2 and see Map 3).



**Figure 3.1**

Typical interface along Primary and Secondary Streets with continuous sidewalk to building edge at property line.



**Figure 3.2**

Typical interface along Grand Avenues. Building is set back from the edge of right of way creating a more spacious sidewalk and public realm zone. In this example, the second row of street trees is privately owned and maintained, but publicly accessible.

### 3.3.7.2 Individual Residential Units Interface

#### Objectives

Design objectives for residential unit interfaces are:

- Individually accessed units are appropriate on most Downtown streets.
- Residential buildings should have a modest setback to accommodate a semi-private zone for steps, front landscaping, and a stoop/entrance (Figure 3.3).
- These elements should be designed to have an urban character with durable materials.



**Figure 3.3**

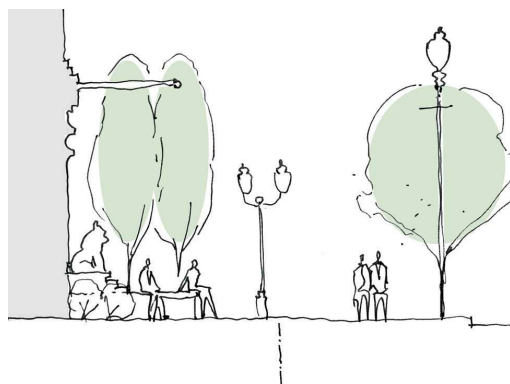
Interface along individual residential units. Individually accessed units face the street. Modest setbacks include a small grade change (steps up), portico treatment, and landscape treatment.



### 3.3.7.3 Institutional Interface Objectives

Design objectives for institutional interfaces are:

- a) Where there are existing institutional buildings set back from the street (for example, churches), or where significant new buildings are proposed (for example, a major public art gallery), a forecourt treatment should frame the building while providing a public amenity (Figure 3.4).
- b) The forecourt design should reinforce the street edge:
  - i. Provide landscaping that reinforces architectural features including bays in the façade. Landscaping should emphasize entrances and allow clear views of all accessible areas.
  - ii. Provide public amenities such as seating, a gathering area, art, and/or street furniture.



**Figure 3.4**

Interface along Institutional buildings. This library sets back a part of the building mass to create a seating/amenity area and a forecourt entrance.

#### **Policy 11:**

**THAT the City of Regina shall, through the current Zoning Bylaw, establish development standards for frontage conditions, build-to lines and ranges, and street wall heights to ensure appropriate street and building interfaces in Downtown Regina.**  
[#2024-56, s.8, 2024]

#### **Policy 11.1:**

**THAT the Regina Police Services headquarters site be regarded as a specialized and existing institutional land-use that has unique on-site requirements and that, therefore, may be exempted, at the City's discretion, from the policies of this Plan (e.g., land-use, public street/building interface; institutional interface; frontage condition), with the proviso that:**

- a) New principal buildings adjacent to Broad Street shall not be subject to the exemptions of this subsection and shall be subject to the policies of this Plan.**
- b) Where the street frontage land-use, adjacent to Broad Street, is an outdoor use (e.g. parking, outdoor storage), the outdoor use shall be screened from the street by landscaping and/or fencing or wall enclosure (graffiti resistant) that reflects, to the satisfaction of the City, exemplary design standards, which are intended to enhance the street/public realm from the perspective of aesthetics and safety, considering the overall objectives for this street (i.e. "grand boulevard" concept). e.g., interesting, and artistic panel design; lighting arrangements that accentuate the structure both during the day and night, etc.) [Bylaw 2023-13]**

### **3.4 Open Spaces**

#### **Introduction**

Downtown Regina is organized around its key open space: Victoria Park. This is the focal point of the Downtown and the anchor of the public space network. It is complemented by the City Square, the F. W. Hill Mall, which provides a direct linkage between the Cornwall Centre and Victoria Park. Both pedestrian-oriented spaces are destinations in their own right. Another key open space is Queen Elizabeth II Court, City Hall's forecourt. These four spaces provide for a wide range of open space needs and amenities for current and future users.

It is imperative to note the proximity of Downtown Regina to Wascana Centre, a key Regina green space amenity that provides a diversity of parks ranging from wetlands to active areas for sports, picnicking, and entertainment. Only several blocks from the Downtown and already serving as a key area for lunchtime recreation, Wascana Centre will play an important role in the future as a public "backyard" for residents living in new urban residential neighbourhoods.

#### **3.4.1 Open Space Types**

##### **Intent:**

Downtown will benefit from the introduction of a variety of new open space types to create a complete open space network. High-quality pocket parks are proposed to complement adjacent land uses, provide foci for precincts, add amenities for an increasing Downtown population living at higher densities, and serve as catalysts for Downtown revitalization. They are supplemented by a variety of other public amenities such as mid-block linkages and a public transit mall.

##### **Objectives:**

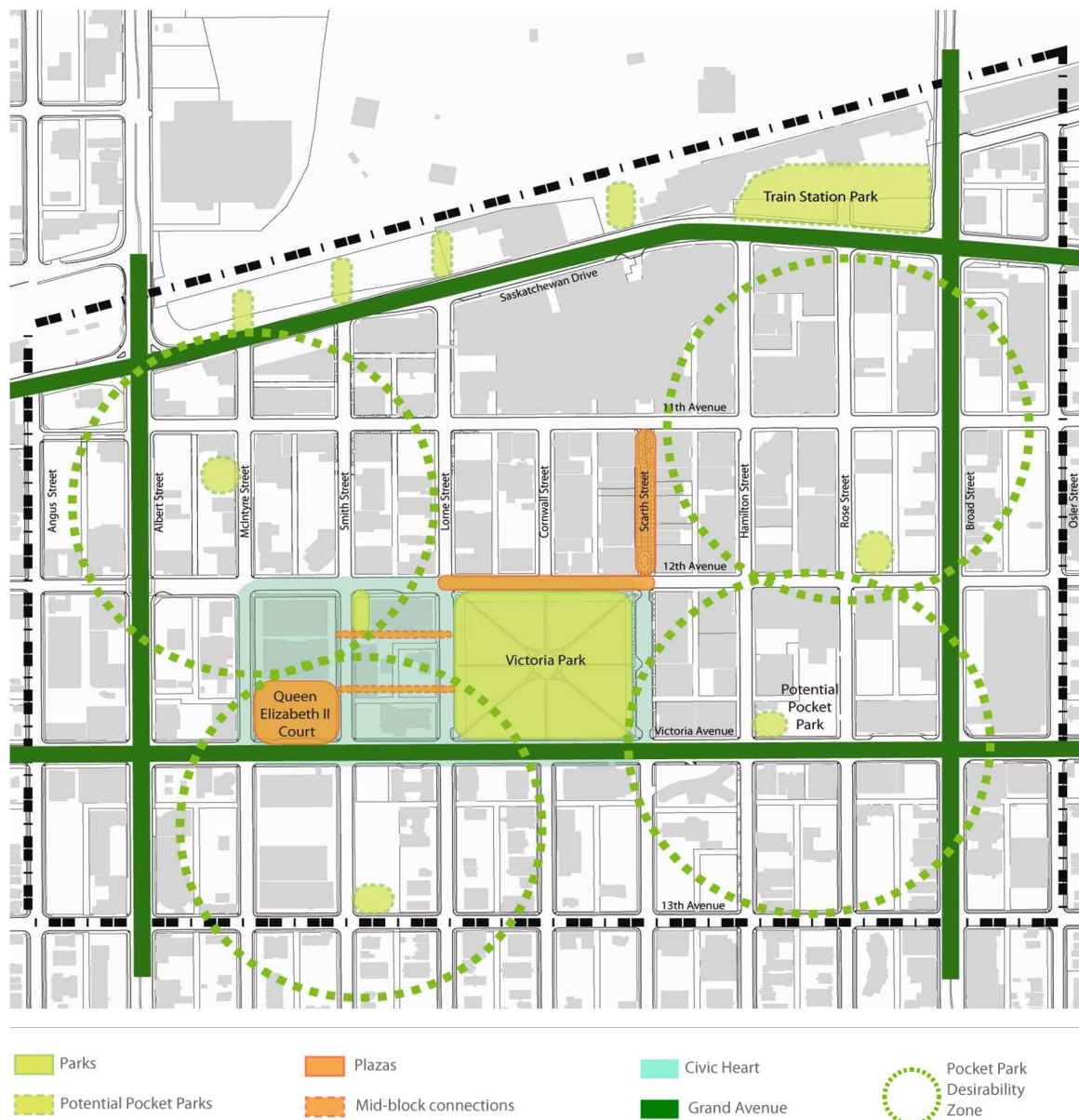
Design objectives for open spaces are:

- a) These new open spaces should be implemented strategically.
- b) They may be constructed up front as catalysts or incentives to development or in conjunction with major new redevelopment projects.
- c) Public parks may be complemented by privately owned but publicly accessible open spaces, such as building courtyards or forecourts.

**Policy 12:**

**THAT the City of Regina shall recognize the following open space types for Downtown Regina: Civic Heart Type, Plaza Type, Pocket Park Type, and Mid-block Connections and Linkages Type.**





**Map 4: Open Spaces**

Open Space Types, illustrated on Map 5, are:

- Civic Heart Type (section 3.4.2)
- Plaza Type (section 3.4.3)
- Pocket Park Type (section 3.4.4)
- Mid-block Connections and Linkages Type (section 3.4.5)

The diagrams and descriptions on the following pages represent prototypical conceptual design qualities for each open space type. Some are site specific while others are conceptual in nature.

### **3.4.2 Civic Heart Type**

#### **Intent**

The Civic Heart has a concentration of civic uses and destinations. The public realm treatments of streetscapes and open spaces in this area should be of high quality and create a seamless pedestrian environment.

Demonstration sites provide an opportunity to consider, in a specific geographic area of the city, what change might look like in the future if it is in keeping with the Vision and Principles. Both City Hall and the Central Library are key anchors in the Civic Heart. They are public destinations that need improvement in order to fit with the Downtown Vision. As such, this area was chosen for a key demonstration site. The following comprehensive planning approach takes advantage of their proximity to one another and to Victoria Park to create a clear and distinct public and civic focal point in the city.

Together, the City Hall Block and Library Block should become a civic cluster with a unique local identity. Generally, the revitalization of these sites will create:

- a) New programmable spaces for festivals, performances, and artistic displays;
- b) increased street animation and vibrancy; and,
- c) a tremendous opportunity to develop examples of sustainable building technology and to practice good urban design.

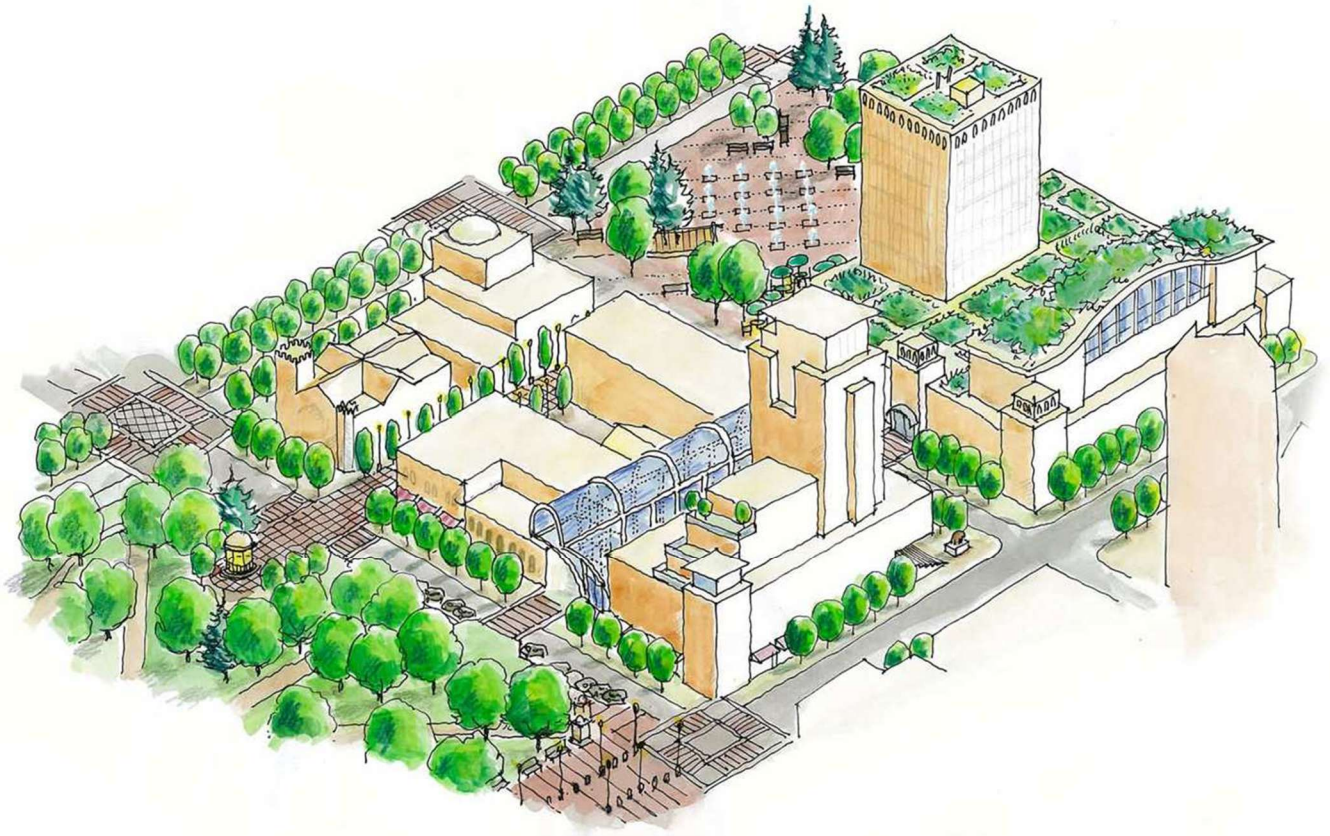
#### **3.4.2.1 City Hall Block**

##### **Objectives**

Design objectives for the City Hall Block (bounded by 12th Avenue, Smith Street, Victoria Avenue, and McIntyre Street) are:

- a) City Hall block should include a refreshed Queen Elizabeth II Court which becomes a primary gathering space for all Regina, hosting official ceremonies, concerts, and new cultural events.
- b) The mature trees should be maintained and pruned to ensure visual and physical access to the Plaza, while providing visual interest and shade for users.
- c) The City Hall cafeteria should be moved to the front of the building, such that it could be enhanced by an adjacent outdoor terrace on the Plaza and outdoor vending services that spill pedestrian activity back onto the streets.
- d) The plaza could also include a splash pad for children, an all-season water feature, comfortable outdoor seating and shelter areas, and permanent public art. These local neighbourhood scale amenities would ensure the plaza is animated at all times, becoming a true civic focal point in the heart of the Downtown.
- e) On the north half of the block, storefront street level uses should face the street. To achieve this, a 3- to 4-storey podium could be built to the street edge which would add significant new space for a possible City Hall expansion, new community services, office space, or residential uses.
- f) The podium should have a highly transparent façade appropriate to a public building, with elements showcasing sustainable building technology such as moving sunshades and green roofs.

- g) The east side of the podium could also include an entrance that is designed and aligned specifically to connect with the mid-block connection through the Library Block (see section 3.4.5 and Figure 3.5).



**Figure 3.5**  
Potential City Hall Block



### **3.4.2.2 Library Block**

#### **Objectives**

Design objectives for the Library Block (bounded by 12th Avenue, Lorne Street, Victoria Avenue, and Smith Street) are:

- a) The Library Block could respond to the popularity of the mid-block connection from Smith Street to Lorne Street with a transparent and enclosed galleria that could also become the primary entrance to the Central Library and Dunlop Art Gallery (see section 3.4.5).
- b) In addition to being a redesigned entry point, the galleria could include other activities that keep the space animated during most hours of the day with services such as small variety shops or other vendors that might cater specifically to on-site residents.
- c) The option to simply improve the landscaping treatment of this mid-block connection, which emphasizes a pedestrian priority area, is also desirable. A covered, mid-block connection, however, would be a welcome reprieve from cold weather for pedestrians crossing the Downtown during winter months.
- d) The Library Park should be maintained and enhanced with a building facade treatment that becomes a new and animated entrance and seating/reading space.
- e) This space should rotate from an indoor space in the winter to a shaded outdoor space in the warmer months. This space could also be a programmable space exclusive to the Dunlop Art Gallery, adding interest and cultural vibrancy to this side of the block. (Figures 3.6 and 3.7).



**Existing Condition**



**Summer Condition**



**Winter Condition**

**Figure 3.6**  
Library Park

In the warmer months, Library Park becomes a welcoming reading nook where library patrons will be well-sheltered by the shade of the existing trees and accompanied by permanent and dynamic art pieces of the Dunlop Art Gallery.

### **3.4.2.3 Programming the Civic Heart**

#### **Intent**

Currently, given its relatively small residential population, Downtown Regina is most successful when its public realm spaces are programmed. Regular events in the F.W. Hill Mall and City Square take advantage of the Downtown's huge daytime office population, packing these spaces with people for a variety of performances and celebrations. The Regina Farmers' Market and events such as the Folk Festival are city-wide magnets that draw residents Downtown to Victoria Park.

#### **Objectives**

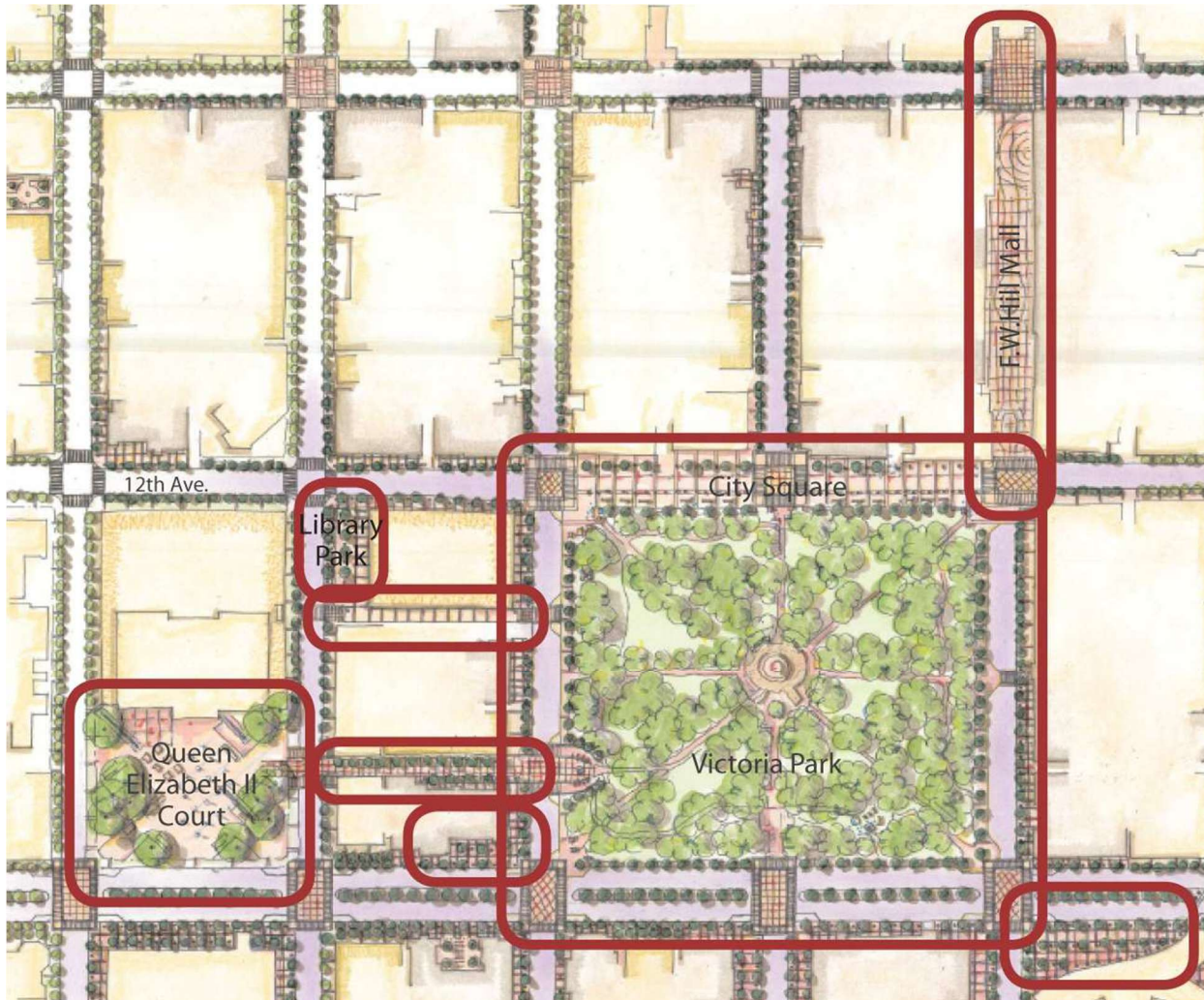
Objectives for programming the Civic Heart are:

- a) Regular programming will continue to be an important approach to animating public realm spaces in the short term. City staff and budget resources allocations should be focused in order to ensure Civic Heart open spaces are well programmed. In fact, it has been demonstrated that regular programming is a bigger priority than the final fit and finish of an open space. Programming will be particularly important during the Plan's first five to ten years. It will establish these spaces as the cultural heart of the Downtown and will ensure they are animated, until a significant residential population begins to do this naturally.
- b) Partnering with volunteer groups, businesses, and arts organizations is an effective way to extend resources and offer more and a greater variety of programming. It will continue to be imperative to draw upon existing resources that already play an essential role in Downtown programming, such as Knox Metropolitan United Church and the Central Library.
- c) As the Downtown residential population increases, the role of programming will become less important as a strategy for public realm space animation (see Figure 3.7).

#### **Policy 13:**

**THAT the City of Regina should consider and encourage investments in the public realm of the Civic Heart, including the City Hall Block and Library Block, and events programming of these spaces as well as City Square, F.W. Hill Mall and Victoria Park.**





**Figure 3.7**

Locations for Civic Heart programming. A variety of public realm spaces, and combinations of spaces, around the Civic Heart can accommodate a wide range of programming.

### **3.4.3 Plaza Type**

#### **Intent**

Plazas are hard surface spaces often associated with civic or commercial functions. They vary in size and shape based on their location, adjacent uses, and purpose. An important component of plazas is often an open, flexible, hard surface area that can host a variety of public activities including large gatherings, performances, and outdoor cafes. Other amenities include seating, landscaping, and public art.

Plazas do not have to be large spaces; they should be furnished with the highest quality materials and elements. Storefront street, or civic/institutional are the primary uses adjacent to plazas where buildings front directly onto them. Plazas should be designed and programmed with a greater emphasis on the daily activities appropriate to their location; for example, lunchtime seating for surrounding offices. In Downtown Regina, key plazas include City Square, Queen Elizabeth II Court, and F.W. Hill Mall.

### **3.4.3.1 City Square**

#### **Intent**

Today, Victoria Park functions well as a gentle urban oasis, used on occasion for special events. It is a green space surrounded by roads on four sides. The Regina Downtown Neighbourhood Plan conceived of the City Square as a public realm space that extends to the building facades that surround it. It means the building edges and the activities they contain are part of the plaza. The goal was to transform the perception and use of the public realm space, including Victoria Park, into a public square—the City Square.

In order to kick-start Downtown change and build momentum for the Plan, a specific, identifiable, and memorable project was chosen to be undertaken immediately, even before the Plan was finished. The City Square Project was chosen based on public consultation, when the notion of Victoria Park as the heart of the Downtown emerged.

The City Square Project involved transforming a portion of 12th Avenue adjacent to Victoria Park into an urban, public square that includes the width of the street and both sidewalks, from park edge to the building faces on the north side, from Lorne Street to Scarth Street. A new space for the programming of events and festivals has been introduced in the Downtown. The street was re-graded to enhance pedestrian activity, new paving materials were introduced, and the square has its own identity - an identity that makes it welcoming to all Regina residents. Lighting elements, art, and new street furnishings have been integrated into the design to contribute to this uniqueness.

The City Square Project, with hard surfaces on its edges, will have the capacity to host an unlimited number of events, particularly the high-impact events that have been limited due to concerns over the health of the park's grass and trees.

#### **Objectives**

Objectives for the City Square Project are:

- a) Event programming will establish the public square as the place for artists, markets, festivals, performances, buskers, and all sorts of formal and informal gatherings. This is part of an incremental strategy to animate the Downtown. In the future, a greater Downtown residential population will do this naturally, particularly once the City Square is firmly established in the heart of the Downtown.
- b) The City Square Project has been designed to be flexible and accommodate a range of programming. Depending on the nature and formality of the event and its size, it can take place in the park, on the sidewalks, carry over into F.W. Hill Mall, and even into Queen Elizabeth II Court.
- c) Linkages to the City Square are important. Most importantly this includes the interface between the park and the broader square, which must be visually and physically accessible.
- d) Great edges will promote the everyday use and animation of the heart of the city. Sidewalk patios, benches, public art, and other attractions are located around the edges.

- e) The Central Library is recognized as a key urban amenity - its redevelopment presents a unique opportunity to create a clear connection between the new public square and a key public destination.
- f) Implementation should involve collaboration with landowners and the Regina Downtown Business Improvement District to encourage the clustering of the kinds of uses that will best celebrate the park edges and add to the public amenity of the City Square Project (see Figure 3.7)

#### **3.4.3.2 Queen Elizabeth II Court**

##### **Intent**

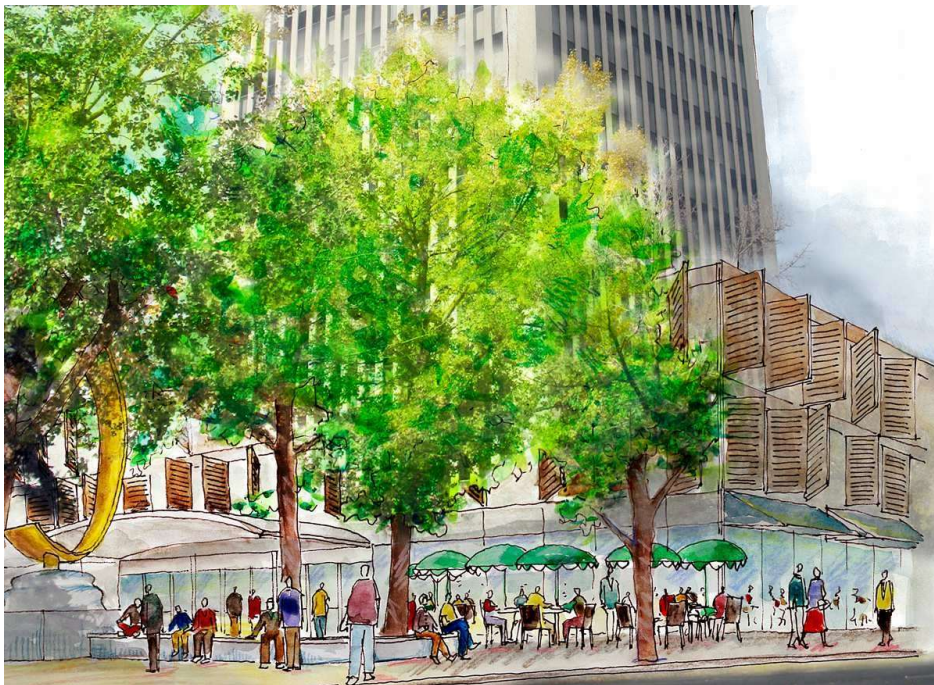
Currently the plaza in front of City Hall is not as well used as it could be, due in part to the lack of active uses around it and its design – which can be characterized as a primarily visual landscape. Queen Elizabeth II Court should be transformed into an active amenity that functions as the main formal civic gathering space for the entire city, as well as a local amenity for the Downtown and surrounding neighbourhoods (Figures 3.8A and 3.8B).

##### **Objectives**

Design objectives for Queen Elizabeth II court are:

- a) Provide transparency and interaction of street level active uses, such as the City Hall cafeteria which can have an outdoor patio on the Plaza and extend city departments and programs.
- b) Provide outdoor programming and vending, if viable.
- c) Introduce the ability to host large gatherings for speeches, ceremonies, and performances - open areas and decorative paving, space for a temporary stage, infrastructure for electrical connection, lighting, sound, and so on.
- d) Include prominent public art.
- e) Ensure winter interest and animation, such as a convertible summer/winter water feature.
- f) Maintain mature vegetation wherever possible but pruned to ensure clear sight lines throughout the plaza.
- g) Provide a map of the Downtown with amenities, attractions, and destinations identified.
- h) Include information posting for current events, public meetings, community notices, bills, and so on.
- i) Introduce amenities for day-to-day use and local amenities, such as splash pads or interactive water features, a sheltered area such as a gazebo or trellis, and seating.





**Figure 3.8A, 3.8B**

Queen Elizabeth II Court

An outdoor terrace to service the City Hall cafeteria brings life back to the streets during the day. This space is complemented by a permanent sculpture and a transparent at-grade façade with at-grade uses such as offices for community groups or retail.

### **3.4.3.3 F. W. Hill Mall**

#### **Intent**

F.W. Hill Mall exhibits qualities of good public spaces including pedestrian amenity, public art, storefront street level uses, and programming. Maintaining its current character and function is important for the Downtown as other public realm enhancements are undertaken. The Mall shall be maintained as a pedestrian-only public space. Also, this area will benefit from its direct connection with City Square and Victoria Park by hosting components of the same programming and events.

#### **Policy 14:**

**THAT the City of Regina should consider and encourage investments in downtown plazas, including City Square, Queen Elizabeth II Court, and F.W. Hill Mall.**

### **3.4.4 Pocket Park Type**

#### **Intent**

Pocket Parks are intended to provide small, intimate, yet high quality open spaces for an immediate neighbourhood or catchment area. They should generally be smaller than 1,000 square metres. Their design and amenities should vary based on surrounding uses and their immediate built edges.

#### **Objectives**

Design objectives for Pocket Parks are:

- a) Include a patio seating area, particularly if there is a restaurant adjacent.
- b) Include children's play structures, particularly in residential areas, near day-cares, or near institutional uses (e.g., near the YMCA).
- c) Introduce public art (e.g., near the Dunlop Art Gallery).
- d) Ensure a healthy and abundant tree canopy is maintained or introduced.
- e) Provide seating, a shade structure, a short walking path, decorative planting, a water feature, and/or other amenities.

Downtown has been divided into four general quadrants, within which it is desirable to locate a Pocket Park. The location of the park can be flexible and should be negotiated in conjunction with a quadrant's gradual intensification. The specific locations shown on Map 5 are conceptual.

#### 3.4.4.1 Pocket Parks North of Saskatchewan Drive

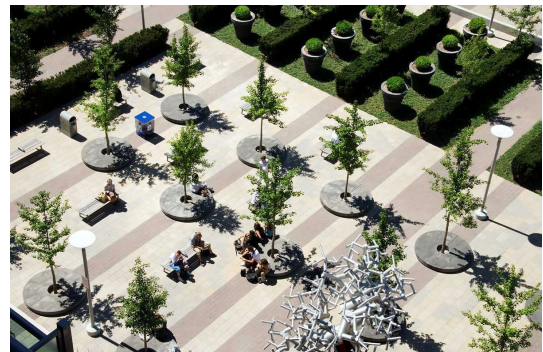
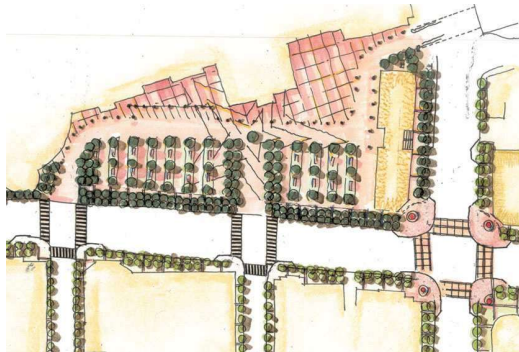
##### Intent

The City of Regina should ensure that the termini of the north-south streets north of Saskatchewan Drive are, whenever redevelopment occurs, maintained in public ownership or easement to protect for the long-term re-connection of these streets to the Warehouse District. These street end locations would make excellent temporary Pocket Parks, serving new residential buildings along Saskatchewan Drive. A Pocket Park location along the Scarth Street axis would also be beneficial, coinciding with this street's important role and function in creating future linkages to the north (see section 3.4.5.2).

#### 3.4.4.2 Train Station Park

##### Intent

A public desire to reinstate the former open space in front of the train station has emerged. Design possibilities for this park are numerous and may include references to the former open space at this location. A partnership with Casino Regina will be required. The park will need to accommodate program needs of the Casino including circulation, drop-off, parking, among others. The park design should ensure that sight lines to the historic train station from Rose Street are preserved. This park has the potential to create a great Gateway to Downtown (see section 3.5.2 and Map 6) at or near the corner of Saskatchewan Drive and Broad Street and to serve as destination amenity for local residents and employees. A new, pedestrian-oriented frontage should be created on Broad Street, through landscaping and/or built form (Figures 3.9A and 3.9B).



**Figure 3.9A and 3.9B**

The design of Train Station Park (historically named Stanley Park) should help create a neighbourhood focus for the Grand Avenues, contribute to the Primary Gateway to Downtown, and accommodate complex functional needs.

#### **Policy 15:**

**THAT the City of Regina should consider and encourage investments in Pocket Parks in Downtown Regina. Areas of focus include the termini of the north-south streets north of Saskatchewan Drive.**



### **3.4.5 Mid-block Connections and Linkages Type**

#### **Intent**

In order to further pedestrianism in the Downtown, it is important that desirable pedestrian routes are sustained and enhanced and that opportunities to introduce key new pedestrian routes are capitalized upon. In general, pedestrians should be encouraged to walk along public streets where there are well-designed buildings, storefront street level uses, cyclists, motor vehicles, and most importantly other people. Streets are where pedestrian energy should be directed.

This section provides direction on enhancing existing or establishing new mid-block connections and improving or adding new linkages between the Downtown and its neighbouring areas to the north.

#### **3.4.5.1 Mid-block Connections**

##### **Intent**

Opportunities to increase the Downtown's pedestrian permeability should be provided wherever desirable through mid-block connections. Areas of highest density, public activity, and traditionally long block sizes (approximately 150 feet) are the most appropriate locations for mid-block connections. Two key mid-block connections have been identified which enhance the connectivity between uses in the Civic Heart, connecting Victoria Park to City Hall (see section 3.4.2 and Map 5).

Given the fine scale and frequent spacing of the Downtown's street grid, mid-block connections are generally not warranted or desired. They should only be considered when there is good reason, such as significant population infill or intensity of use, or where they will add to the pedestrian environment and not negatively impact active streetscapes.

Two mid-block connections are proposed within the Civic Heart, between Victoria Park and City Hall. These are to reinforce the key public spaces and uses in the heart of the Downtown. Both should be designed such that they have functions beyond a mid-block connection for pedestrians. In the case of the linkage north of Knox Metropolitan Church, this is as a public lane. In the case of the linkage north of the Central Library, it might be as a library/gallery galleria and/or a lobby entrance.

##### **Objectives**

Design objectives for mid-block connections are:

- a) Mid-block connections should be designed with the same built form relationships as all other public spaces, including storefront street level uses and building transparency facing onto them.
- b) Ensure sight lines are good, preferably with the ability to see the entrance and exit of the linkage at the same time. Avoid hidden or dead areas and blank façades.
- c) Ensure landscaping is high (trees) or low (ground covers) to permit clear views.
- d) Provide clear wayfinding and signage, including highly visible building entrances.
- e) Provide continuous and seamless connections to surrounding streets and spaces.
- f) Ensure the design incorporates fire safety features.

### **3.4.5.2 Improved Linkages to the North**

#### **Intent**

In the short term, linkages between the Downtown and the north must be made by the Albert Street and Broad Street railway underpasses. Currently, they are spaces designed primarily for motor vehicles and are perceived as unsafe for pedestrians and cyclists. While the underpasses should continue to function as linkages for vehicular traffic, their physical and visual environments should be improved for increased pedestrian and cycling comfort and safety.

#### **Objectives**

Design objectives for the underpasses include:

- a) Provide dedicated cycling lanes clearly separated from motor vehicle lanes by painted markings, and possibly a physical separation (grade separation and/or barrier).
- b) Provide wide, decoratively paved pedestrian sidewalks, physically separated from the roadway. Ensure they are well lit at night with no hidden areas.
- c) Provide a decorative or artistic treatment to the walls, abutments, and overpass, coordinated as part of the Gateway Treatment to the Downtown. Artwork in the CPR right-of-way needs to be coordinated with the CPR.
- d) Ensure sidewalks leading to the underpasses are landscaped consistent with the Downtown streetscape typology objectives, in order to create a continuous pedestrian experience on both sides of the underpasses.

### **3.4.5.3 Linkage to Mosaic Stadium and Evraz Place**

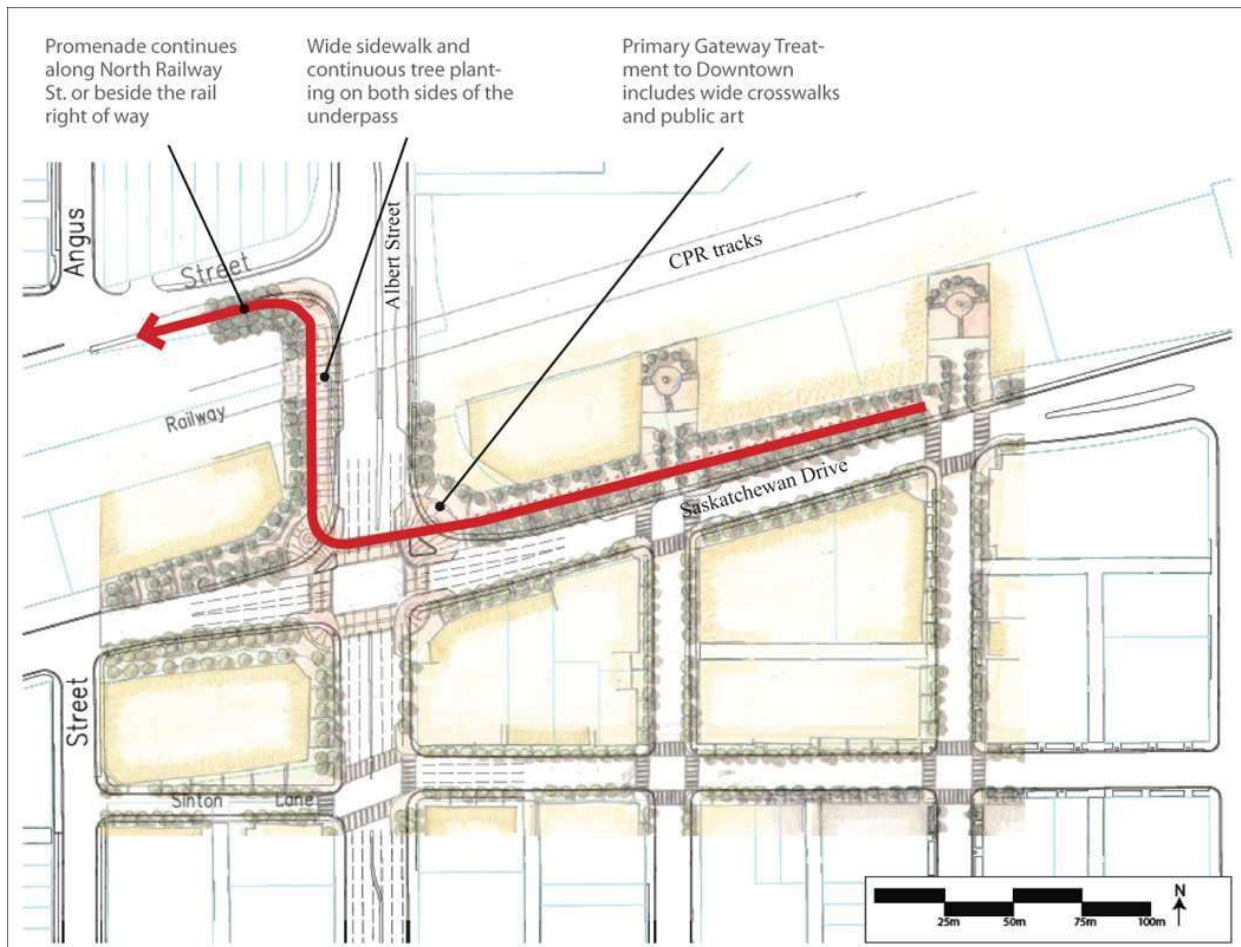
#### **Intent**

Saskatchewan Drive has a wide right-of-way west of Albert Street that can be utilized as a pedestrian promenade forming a Downtown connection to Mosaic Stadium and Evraz Place. This route should include a double-wide sidewalk in the Albert Street underpass and continue along North Railway Street, or beside the railway line, as a pedestrian promenade (Figure 3.10).

#### **Objectives**

Linkages design features should include:

- a) A double or triple row of trees.
- b) Pedestrian crosswalks across all road and driveway crossings.
- c) Street furniture including lighting, seating, and directional signage.



**Figure 3.10**

Conceptual conditions for an improved connection to the north overlaid on the existing street configuration.

**Policy 16:**

**THAT the City of Regina should consider and encourage investments in mid-block connections in specific locations in Downtown Regina, enhance the conditions of the underpasses, and create better connections to Mosaic Stadium and Evraz Place.**



## **3.5 Visual Prominence**

### **Introduction**

Sites that are visually prominent have a greater impact on Downtown's image and character. Enhanced design should create memorable landmarks, orient pedestrians, and strengthen civic pride. The public realm and built form at these locations have a greater civic responsibility to provide the highest possible design, materials, and amenities (Map 6). Public realm and built form design should be coordinated at these locations.

### **3.5.1 Visual Prominence Types**

#### **Intent**

Visual prominence Downtown can be created by a combination of well-designed gateways, street views, and landmarks. Key Downtown intersections, junctions, existing landmarks, and street views have been strategically identified as parts of a coordinated set of opportunity sites where visual prominence should be created.

#### **Objectives**

Visual prominence types should:

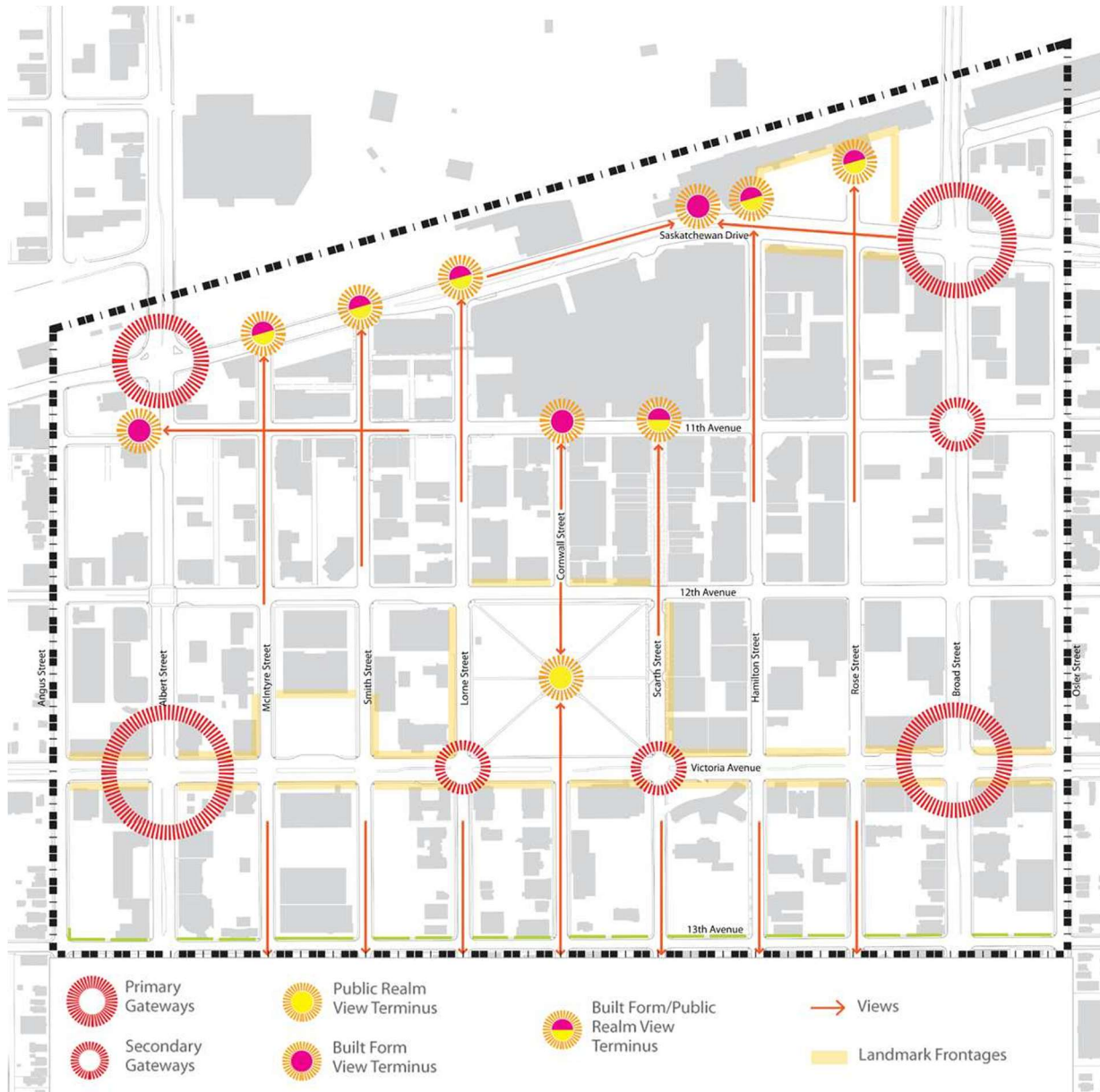
- a) Be coordinated in their design elements throughout Downtown;
- b) incorporate public art and interesting design features that create identity of place and a sense of direction Downtown; and,
- c) complement their surrounding context by relating to design elements found in adjacent and nearby buildings and/or public art, and to significance of place.

Visual prominence types include:

- Gateway Type (section 3.5.2)
- View Type (section 3.5.3)
- Landmark Frontages Type (section 3.5.4)

#### **Policy 17:**

**THAT the City of Regina shall recognize the following visual prominence types for Downtown Regina: Gateway Type, View Type, and Landmark Frontages Type.**



**Map 6**

Visual Prominence. This map shows key Downtown Gateways, important views, and Landmark Frontages. The diagrams and descriptions on the following pages represent prototypical conceptual design features for each. Some are site specific while others are conceptual in nature.

### **3.5.2 Gateway Type**

#### **Intent**

Gateways are locations where a significant number of people enter and exit the Downtown. Gateways occur at a variety of scales including to the Downtown as a whole, to precincts, to specific streets, or to open spaces. Only primary and secondary gateways to the Downtown as a whole are shown on the visual prominence map (Map 6). Clearly defining gateway locations helps to enhance orientation, lends to a sense of place, and can generate civic pride. These locations provide key opportunities where coordinating the design of landscapes, signage, public art, and buildings can create a sense of entrance and orientation. The expression of a gateway can take on many forms (Figures 3.11 and 3.12).

#### **Objectives – Primary Gateways**

There are four Primary Gateways for the Downtown, located at the intersections of the Grand Avenues. Their gateway character will result primarily from coordinated streetscapes, public art, and built form. These locations have good potential for new buildings designed to create a gateway character.

Design objectives for public realm design at Primary Gateways include:

- a) Provide broad, distinctively paved crosswalks across the road surface. This is important visually and creates safer and more comfortable pedestrian crossings at these high traffic intersections.
- b) Coordinate the colour and material palette among all public realm elements (crosswalks, sidewalks, benches, lighting, etc.) and the buildings' materials.
- c) Provide distinctive vertical elements at or near the intersection, such as unique lighting, signage, columns, or tree planting.
- d) Provide public art. This can include freestanding sculpture, art treatments integrated with building design (such as a marquee or frieze), or alternative treatments (such as lighting or installation pieces).
- e) Provide a modestly larger public realm area at the intersection through subtle building sculpting and/or setback.

Bonusing provisions should allow for reductions in setback requirements at Primary Gateways, in keeping with the intent of the overall public realm vision.

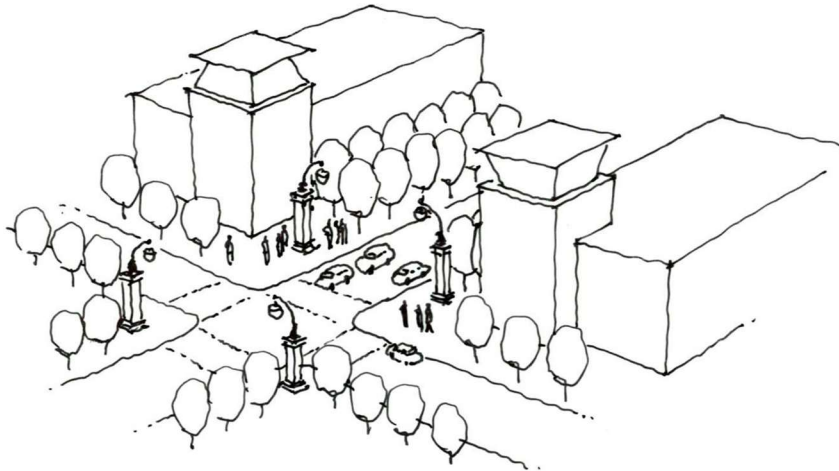
#### **Objectives – Secondary Gateways**

There are two Secondary Gateways to the Downtown along Victoria Avenue on either side of Victoria Park, at Scarth and Lorne Streets. Buildings at these intersections are of landmark quality, though not in the same style. The Broad Street at 11th Avenue Secondary Gateway is an important link between the Downtown and the Heritage neighbourhood to the east.

The design objectives for public realm design at Secondary Gateways include:

- a) Enhancement through a coordinated public realm.
- b) Similar design treatments to Primary Gateways but smaller in scale and extent.





**Figure 3.11**

This example exhibits Gateway elements including crosswalks, distinctive vertical elements (decorative lighting), double row of street trees, and coordinated built form massing (corner treatment).



**Figure 3.12**

Artist's concept of Gateway treatment at Broad Street and Victoria Avenue: buildings at corners at angle with main entrances, public art, and crosswalks.

**Policy 18:**

**THAT the City of Regina consider and encourage investments in Primary and Secondary Gateways in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

### **3.5.3 View Type Intent**

Views include both View Corridors and View Termini. View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where views terminate. For example, Cornwall Street provides views to Victoria Park and Smith Street provides a view south to the Saskatchewan Legislative Building. View Corridors should be preserved and enhanced.

View Termini are features that terminate View Corridors. Appropriate public realm View Termini include parks or public art. Appropriate built form View Termini are buildings that respond with a deliberate, enhanced design response, such as a Tower, portico, or the like.

Where Regina's street grid is interrupted, a View Terminus is created. Public realm and built form elements at these locations are visible from a long distance and must be of high visual quality. Victoria Park is the Downtown's most important View Terminus, terminating the views north and south along Cornwall Street. Future changes to Victoria Park should enhance the terminus including the view to the Cenotaph and the landscape treatment in the park. Views out of the Downtown include all streets terminating at College Avenue. Some have landmark buildings at the end, and others are terminated by Wascana Park. These views should also be preserved and enhanced.

An important strategy for the Downtown will be to provide View Termini for these same streets looking north. Many of these streets end at Saskatchewan Drive, while a few terminate at the Cornwall Centre. Where there is potential for streets to reconnect to the Warehouse District in the long term, it is recommended that no buildings be constructed impeding this opportunity. The land at the end of the streets, sufficient to continue the rights-of-way, should be dedicated to the City at the time of redevelopment and used temporarily as public parks until it is feasible to reconnect the streets at-grade.

#### **Objectives**

Design objectives for View Corridors and View Termini include:

- a) Create a sense of spatial enclosure through shaping of built form and/or landscaping.
- b) Provide a hard landscape element as a focal point such as low wall or fence, column, seating grouping, or public art.
- c) Ensure landscaping reinforces the view along the View Corridor, including regular planting of street trees.

#### **Policy 19:**

**THAT the City of Regina should ensure the visual prominence of View Corridors and View Termini in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

### **3.5.4 Landmark Frontages Type**

#### **Intent**

Landmark Frontages are locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources.

Creating Landmark Frontages increases visual interest along the street wall through contextually sensitive architectural features to building faces, and the co-ordination of streetscape features. It also contributes to creating a sense of place along streets that are of civic or public importance, and function as a welcoming face into the Downtown.

#### **Objectives**

Design objectives for Landmark Frontages include:

- a) Create visual interest and importance along Landmark Frontages through the incorporation of public art and co-ordination of streetscape elements.
- b) Ensure landscaping reinforces the view along Landmark Frontages, including regular planting of street trees.

#### **3.5.4.1 Public Art**

##### **Intent**

Downtown Regina has excellent examples of public art in a variety of contexts that enhance Downtown experiences. Public art provides an opportunity to celebrate and showcase local arts and culture, establishes a unique identity, and should contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, in interior courtyards, in building entrances or lobbies, and parking lots and garages. All gateway locations and public view terminus sites identified on the Visual Prominence Map (Map 6) are candidates for public art. Public art should be incorporated in the design of Victoria Avenue, particularly its central median.

##### **Objectives**

Objectives for public art located along Landmark Frontages include:

- a) Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations and may combine with building and landscape design. It may also include street furniture, utility boxes, and other elements not commonly displayed as art in a gallery setting.
- b) Public art should include pieces that serve as orienting devices for wayfinding or as focal points in public open spaces (Figures 3.13 and 3.14).
- c) The scale of a public art piece should correspond to the visual prominence of its site.
- d) Public art can also contribute to the animation of public spaces through its design and use as street furniture or other interactive uses.





**Figure 3.13 and 3.14**

Public Realm Amenity at a View Terminus can include public art, seating, and decorative streetscape furnishing.

**Policy 20:**

**THAT the City of Regina should ensure the visual prominence of Landmark Frontages in Downtown Regina through the application of design guidelines and controls in the zoning bylaw.**

## **PART 4 BUILT FORM FRAMEWORK**

### **4.1 Purpose and Objectives**

Built Form is the shape of buildings, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm – the outdoor rooms that are the streets and gathering places of the city. Buildings, through their individual beauty and idiosyncrasies, collectively define a sense of place.

The Built Form Framework is intended to shape individual buildings, one by one, to create the collective whole for Downtown Regina. The Built Form Framework works together with the Vision and Public Realm Framework to create a cohesive Downtown environment. It is primarily concerned with creating a comfortable, safe, and interesting pedestrian environment as perceived from sidewalks and public spaces, by focusing on creating a fine-grained, human scaled building fabric.

The Built Form Framework responds to and enhances Downtown Regina's unique circumstances including the grid pattern of streets and blocks, Victoria Park and its Heritage Conservation District, numerous other historic buildings, and the role of the Downtown in Regina and in Saskatchewan.

Downtown Regina is a complex environment with a significant obligation to create a lasting legacy of the highest quality for its citizens. It is also the most organic place in Regina, continually changing, renewing, and evolving. The Built Form Framework includes design standards that shape the qualitative aspects of the built environment. Most importantly, it defines a cohesive structure and pattern for the Downtown as a whole and places it in context with its surroundings.

The framework provides policies related to the scale, character, and design of new public and private developments. While it is primarily concerned with buildings, it also influences how access, parking, and privately owned outdoor spaces should be configured. Goals of the framework include:

- a) To shape new development to respond to the Downtown's unique existing and potential opportunities.
- b) To provide clarity and predictability in design outcomes.
- c) To provide a guide for adapting planning policies and regulations.

The framework is intended for all new Downtown buildings, including infill of vacant sites or parking lots, redevelopment of existing buildings, and additions to existing buildings, including heritage buildings. The framework sets out the intended built form outcome for all Downtown blocks. It sets out the desired condition for all sites, because some buildings will change, despite expectations, and they should do so in compliance with the broader Downtown Vision.

The Built Form Framework is composed of the following sections.

- General Design Standards (section 4.2)
- Heritage Standards (section 4.3)
- Urban Structure (section 4.4)
- Bonusing Framework (section 4.5)

Each component of the framework should be considered in concert with the others, as well with as the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework.

**Policy 21:**

**THAT the City of Regina will amend the current Zoning Bylaw to guide development to achieve the Regina Downtown Neighbourhood Plan Vision and the Public Realm Framework. The zoning bylaw shall include descriptions of the following topics:**

- **General Design Standards**
- **Heritage Standards**
- **Urban Structure**
- **Bonusing Framework**

**[#2024-56, s.9, 2024]**



## **4.2 General Design Standards**

### **Introduction**

The general design standards inform the look and feel of buildings in general with a focus on creating a continuously connected network of pedestrian friendly streetscapes. Standards focus on building placement, orientation, façade design, and special conditions in the Downtown.

Design standards cannot anticipate every possible contingency. From this perspective, the standards should be interpreted with some degree of flexibility, based on the merits of individual proposals and their unique contexts and conditions. The standards collectively establish a high expectation for design. Wherever a proposed new development cannot meet one or more specific standards, it should provide exemplary compliance with other standards, not just meet minimum standards. Creative solutions that meet the intent of the Regina Downtown Neighbourhood Plan's Vision will be considered at the discretion of the Development Officer.

#### **Policy 22:**

**THAT the City of Regina shall create General Design Standards for new development in the Downtown and incorporate the standards in the zoning bylaw. The goal of these standards is to create a human scaled environment, a characteristic of all great downtowns. The City of Regina shall use these standards as guidelines when evaluating the merits of new development using the following criteria:**

- a) Makes a positive contribution to the city, to the Downtown, and to the streetscape.**
- b) Relates to, and builds upon, its existing context.**
- c) Contributes to pedestrianism.**
- d) The façade is as interactive as possible at street level, through transparency, multiple entrances, and storefront and active uses.**
- e) Will stand the test of time.**

**Applying these standards will have the greatest positive impact on new development in the Downtown.**

## 4.3 Heritage Standards

### Introduction

Regina's historic places are diverse. They include some outstanding assets such as the virtually intact historic street and block structure, most of the original laneways, and the heart of Regina, Victoria Park. Regina also has some excellent examples of modern architecture, which are beginning to be recognized as heritage buildings - as they should be. Unfortunately, a significant number of historic places have been lost, including Train Station Park in front of the old train station and a great number of buildings. Notable among those lost buildings is the McCallum Hill building, Regina's first skyscraper at the edge of Victoria Park.

The enactment of the Victoria Park Heritage Conservation District in 1996 has protected some of the most significant remaining buildings around the park and along the F.W. Hill Mall. However, Regina has continued to lose buildings of heritage value outside of the district at an alarming rate. Today, Downtown Regina's historic places are fragmented, scattered throughout the Downtown in a non-continuous environment that is interrupted by surface and structured parking. Many new buildings are of questionable long-term value. There is a need to conserve what remain of Downtown's historic places and to ensure that new development evolves in a manner that is compatible with these resources.

#### **Policy 23:**

**THAT the City of Regina shall consolidate a set of Heritage Standards to provide a framework for the conservation of Downtown's historic places and provide guidance on managing change. Their purpose is to ensure new development makes a positive contribution towards the conservation of valuable resources, thereby leveraging these resources to achieve an increasingly successful Downtown.**

### 4.3.1 Heritage Objectives

Heritage landscapes – including Victoria Park and Victoria Avenue – should be beautiful public spaces that foster pedestrian activity and comfort. Heritage buildings should be celebrated for their unique contributions to the Downtown building stock. To do this, Downtown's historic places should be visually distinct. Public Realm and Built Form interventions to and around historic places (renovations, additions, improvements) should:

- a) Contribute to the conservation of historic places and to their heritage character.
- b) Ensure good sight lines to historic places.
- c) Provide information about them and/or orientation to them, including wayfinding cues.
- d) Create a pedestrian-friendly environment in the Downtown's Heritage Heart (Map 2).

Heritage Conservation is not only about saving old buildings; instead, it is fundamentally about enhancing the meaning of and quality of life in a specific place by maintaining its uniqueness and supporting the cultural and economic vitality that accompanies areas with strong conservation.

Areas of a city that embrace heritage as part of contemporary urban life thrive, becoming cherished places for residents to live and work, and are rewarding destinations for visitors. Regina will benefit from conservation in many ways: by increasing the identity and character of the city, by bringing the history of the city to life in tangible ways that people can experience, as well as by enhancing the Downtown's distinction.

**Policy 24:**

**THAT the implementation of the City of Regina Heritage Standards should be based on the following assumptions and process:**

- a) When heritage value exists in a historic property, or on adjacent properties, it has been properly identified and its character defining elements determined.**
- b) When the potential for heritage value has yet to be identified, a Heritage Impact Assessment will be undertaken by the Development Officer to determine what, if any, character defining elements require conservation.**
- c) Heritage value may reside in buildings, structures, properties, landscapes, and/or whole districts. When the district is of significance, the subject property will need to be studied to determine if it is, or is not, part of the district.**
- d) When heritage value has been demonstrated to exist on the site, adjacent to the site, or as part of the district, expertise in heritage conservation will be retained by the property owner to assist with the process of conservation. The resulting Conservation Plan will be used to manage the impacts of change, including: alterations to existing heritage structures and landscapes, additions to them, and the introduction of new structures and landscapes in proximity to historic places.**

**Policy 25:**

**THAT the City of Regina review the current policies and guidelines related to heritage, which include the Victoria Park Heritage Conservation District By-law. The City should adopt Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* and replace the Municipal Architectural Heritage Design Guidelines. This document provides a foundation for conservation that is useful for all contexts. Further, it is recommended that the language of municipal heritage policy be consistent with that of the federal standards. This can be accomplished incrementally, as specific heritage policies are reviewed or added from time to time.**



#### **4.3.2 Heritage Guidelines for the Victoria Park Heritage Conservation District**

The existing Victoria Park Heritage Conservation District was created with a focus on Victoria Park and F.W. Hill Mall. Protecting the historic places within and surrounding these spaces that give these spaces their unique character, was an important first step (Map 7).

Forming part of the Victoria Park Heritage Conservation District By-law, the existing heritage Guidelines give authority to the City of Regina's Development Officer with respect to alterations to historic places and new development within the Victoria Park Heritage Conservation District. The Development Officer reviews all new proposals to ensure compliance with the Guidelines. The Development Officer may refer an application for a Heritage Conservation District permit to the Municipal Heritage Advisory Committee for its consideration and recommendation. The Guidelines are intended to ensure new development is compatible with the established heritage character of its immediate surroundings and with the Victoria Park area in general.

Other historic places exist just outside of the Heritage Conservation District boundaries, forming part of a contiguous heritage area. For this reason, the District boundaries ought to be studied to consider incorporating these places. This would allow the City to manage change within its Heritage Heart to ensure that all new development shares a consistent level of quality and compatibility.

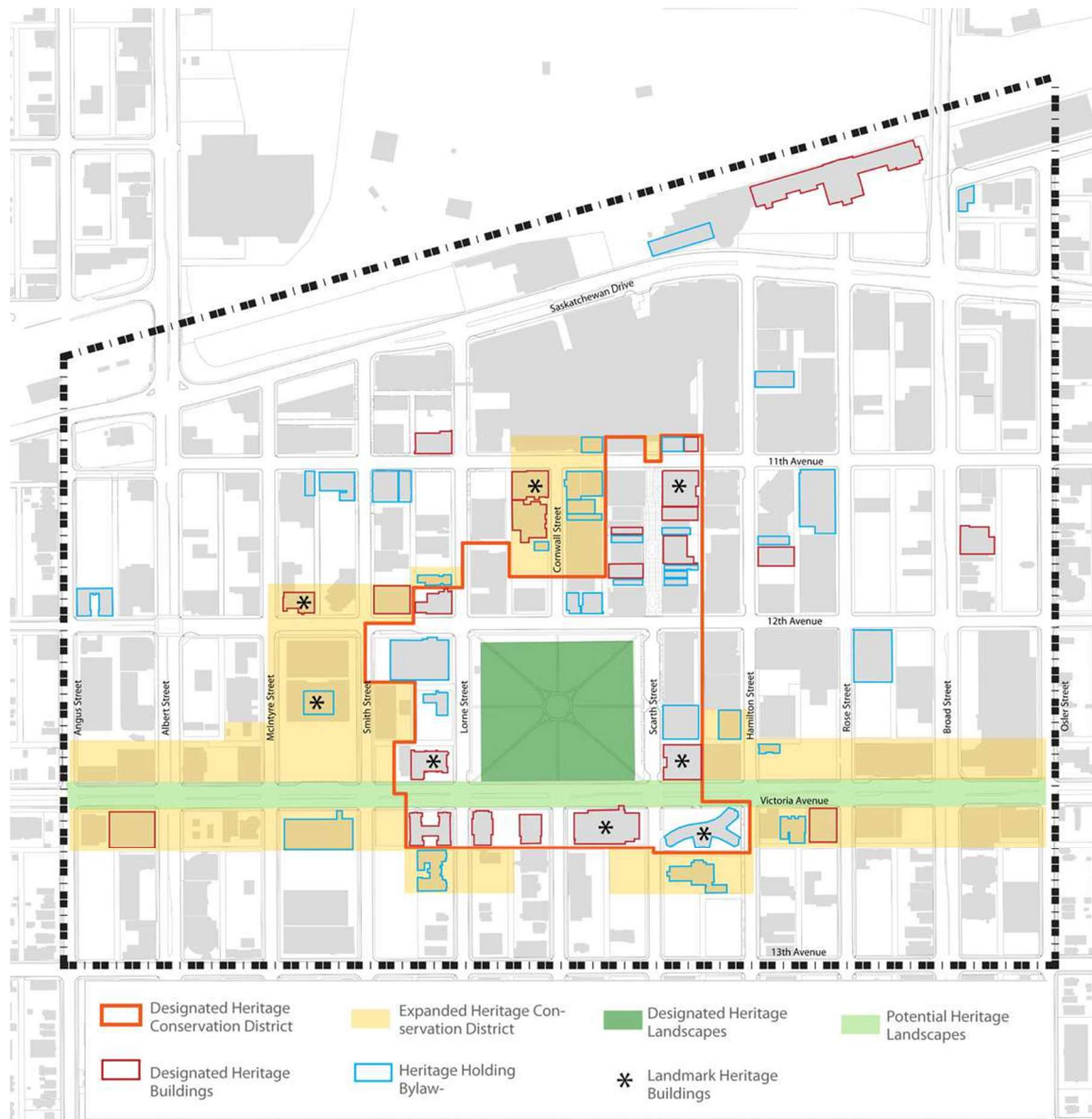
##### **Policy 26:**

**THAT the Victoria Park Heritage Conservation District Bylaw Guidelines and Parks Canada *Standards and Guidelines for the Conservation of Historic Places in Canada* should be strongly enforced, to ensure all new development is of the highest design and material quality and is compatible with the character of the Victoria Park Heritage Conservation District. As a fundamental starting point, this means that no buildings of heritage value should be demolished. Rather, their heritage characteristics should be identified, maintained, and enhanced by new construction.**

**Policy 27:**

**THAT the City of Regina:**

- 1) Ensure the existing Victoria Park Heritage Conservation District conforms with the objectives established in section 4.3.2;**
- 2) Study and consider an expansion to the Victoria Park Heritage Conservation District to ensure the City can require new development to be consistent and contiguous with the existing heritage area. Potential expansion of the Victoria Park Heritage Conservation District should consider:**
  - a) East and west along Victoria Avenue to the edges of the Downtown, including all properties located along it.**
  - b) North along Cornwall Street to include 1840 Cornwall Street, the Royal Canadian Legion Memorial Hall, the SUMA building, the Darke Block, Merchant's Bank, and the Canada Life Assurance building.**
  - c) West to include the Saskatchewan Revenue building, St. Paul's Anglican Cathedral, City Hall and Queen Elizabeth II Court (public plaza), and the Regina Court House.**
  - d) South to include the Frontenac apartments, Blessed Sacrament Church, and the properties directly across the street from each, to ensure compatibility.**
- 3) Develop new standards or guidelines for the Victoria Park Heritage Conservation District with more explicit design direction to ensure they reflect the overall Downtown Vision.**



**Map 7**

Victoria Park Heritage Conservation District Expansion



### 4.3.3 Downtown Heritage Standards

Heritage standards serve two purposes. First, to provide a framework for future standards for the expanded Victoria Park Heritage Conservation District. Second, to provide additional direction or clarification for the existing Victoria Park Heritage Conservation District Guidelines. However, it should be reiterated that the Development Officer should interpret the existing guidelines as is seen to be fit in order to achieve the highest quality development within the District, consistent with the heritage objectives (see section 4.3.1).

While only one, larger Victoria Park Heritage Conservation District is proposed, all development and redevelopment proposals should recognize that the Downtown is a district in itself and, therefore, proposals should contribute to the overall heritage character through consistency with the Public Realm and Built Form standards.

New development outside of the Victoria Park Heritage Conservation District is to contribute to the conservation of significant historic places, where they exist. This is accomplished by addressing buildings, structures, and landscapes as they are seen from the Public Realm (i.e., from the street, from parks, plazas and open spaces, or from any other place where significant views exist). These standards presume that the integration of new development with historic places will:

- be governed by the Victoria Park Heritage Conservation District Guidelines;
- be compatible with historic places located outside the District; and
- comply with the findings of a Heritage Impact Assessment and/or other heritage policies and documentation (e.g. a Conservation Plan).

#### **Policy 28:**

**THAT the City of Regina will incorporate Heritage Design Standards in the zoning bylaw or in a stand-alone document to guide new development in a heritage context with respect to such aspects as street wall height, building envelopes, setbacks, street level heights, articulation and rhythm.**

## 4.4 Urban Structure

### Introduction

Urban Structure guides the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. The Urban Structure builds on existing and historic development characteristics and considers linkages and interfaces with the surrounding context.

### 4.4.1 Character Framework

Downtown Regina has a simple structure: an urban core, surrounded by the Grand Avenues, with transitions to the edges (Map 8). The character of each area responds to its unique conditions and opportunities.

The Character Framework map expresses two related and overlapping ideas:

**Precinct Character:** The areas outlined in black are Precinct Areas, each characterized by a distinct combination of different uses, built forms, and landscapes.

**Built Form Character:** The coloured areas represent specific built form characteristics responding to particular streets or conditions. For example, the Grand Avenues built form character lines both sides of Albert Street, Saskatchewan Drive, Broad Street, and Victoria Avenue.

### 4.4.2 Precinct Character Areas

The edges of the Downtown today have abrupt transitions to surrounding neighbourhoods, particularly to the east, north, and west. These edges are primarily characterized by parking lots and a lack of street trees. In addition, a few tall buildings are located immediately adjacent to the Cathedral and Core neighbourhoods, creating inappropriate juxtapositions against the low-rise building fabric.

These precincts are in need of greater continuity and cohesion in the built form. This includes the need to introduce a more generous, appealing, and green public realm: regular street tree planting, site landscaping, and building setbacks to create forecourts or urban front yard landscaping. New buildings should be built in the parking lots, including a greater emphasis on new residential development. The transition shouldn't necessarily be a smooth gradation between adjacent neighbourhoods and the Downtown, but rather an intermixing of the best characteristics of each.

#### 4.4.2.1 Cathedral Interface

This Precinct Area may benefit from proximity to a neighbourhood that has become more desirable. A key goal is the continuity of residential development from this neighbourhood into the Downtown. Public realm investments in this precinct, particularly along Albert Street to help create the Grand Avenue, may assist this transformation. Building Typologies should include multiplex housing forms, low-rise, as well as mid-rise types.

#### **4.4.2.2 Core Interface**

As is the case with the Cathedral Interface, a key goal is the continuity of residential development into the Downtown from the Core neighbourhood, now referred to as the Heritage Neighbourhood. However, this area will be more flexible in character, including a mix of institutional, employment, and other uses. This reflects the mixed character of the Core neighbourhood itself, as well as better linkages in general with eastern Regina due to continuous street connections. Broad Street also has an existing height peak at Victoria Avenue. In this respect, this Precinct Area is an ideal location for facilities such as a University of Regina downtown campus or student housing. Building types will be mixed, from high-rise at Victoria Avenue to mid- and low-rise further north and south.

#### **4.4.2.3 Centre Square Interface**

Centre Square complements the Downtown with its mix of lower and higher density residential development, commercial/office development, and small businesses. The existing transition through Centre Square works well: from lower house forms in the south, to mid-rise, to higher forms near Victoria Avenue. Thus, this Precinct Area will benefit from parking lot infill with mid-rise mixed residential/commercial. [#2024-56, s.10, 2024]

#### **4.4.2.4 Downtown Edge Interface**

This Precinct Area forms the edge to the Canadian Pacific Railway line, to the former Superstore site, and to the inter-modal yard. The only linkages to the north are at Albert and Broad Streets. By necessity, this area will tend to orient to the south, towards the existing Downtown. Higher building forms are appropriate, consisting of both residential and commercial development. In future, this Precinct Area may become a transition area to a new, more urban development to its north (when the existing CP intermodal yard is relocated) and, therefore, should be designed to facilitate linkages. The future development would itself create appropriate transitions between the Warehouse District and the Downtown Edge precinct.

#### **4.4.2.5 Central Downtown**

Central Downtown is the heart of the city. It has a mix of uses and is the most urban condition, where buildings are built out to the property line. It is the focus of tall buildings, with a recognizable peak, and is the focus of continuous storefront retailing. Future cultural/recreational destinations should also be concentrated here.

### **4.4.3 Built Form Character Areas**

#### **4.4.3.1 Grand Avenues**

The four arterial roads that define the edge of the Downtown are intended to transform into Grand Avenues. They will be gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along the Grand Avenues should be a little “grander” than most, in the sense that they will have careful attention focused on their quality and details. Victoria Avenue may have taller buildings along it, as well as Landmark buildings, reflecting its ceremonial character.



#### **4.4.3.2 Cathedral/Core Neighbourhood Edge**

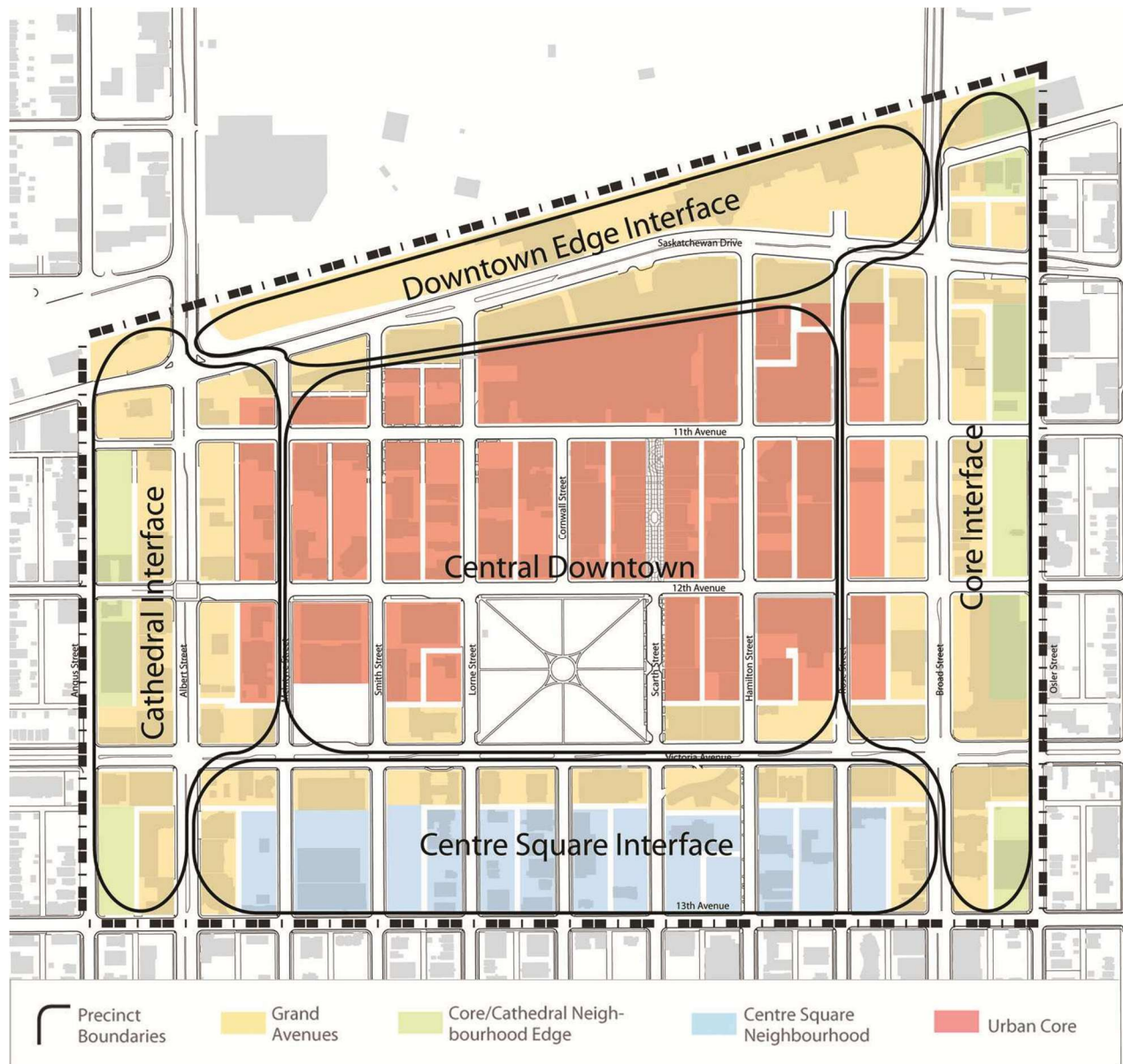
The blocks along Angus Street and Osler Street that face Cathedral and Core neighbourhoods should have buildings of a scale compatible with the adjacent low-rise neighbourhoods.

#### **4.4.3.3 Centre Square Neighbourhood**

Commercial buildings should be low-rise in scale while residential buildings should be mid to high-rise, forming a transition in height between the Downtown to the north and the low to mid-rise scale of Centre Square further south. [#2024-56, s.11, 2024]

#### **4.4.3.4 Urban Core**

All of the blocks contained by the Grand Avenues are the Urban Core. Buildings in this area will generally be located at the street edge and occupy 100% of their frontages. New buildings will tend to be built with side party walls, particularly at the podium level, in expectation of future change or infill. Buildings within the Urban Core should be granted the greatest latitude with respect to individual design expression, while creating a pedestrian scaled, legible environment consistent with the Built Form Framework.



**Map 8**

Character Framework

**Policy 29:**

**THAT the City of Regina will adopt in the zoning bylaw an urban structure based on precinct character areas and built form character areas to guide the shape of the Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas.**

#### 4.4.4 Frontage Condition

Storefront uses located at street level are encouraged and will be accommodated along all Downtown streets. This includes a wide range of uses such as retail stores, restaurants, galleries, and personal services such as hair salons, laundromats, and day care centres. These street- engaging uses are critical for creating a successful Downtown. They animate streets, help provide a critical mass of activities, provide neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole. All new developments or significant redevelopments of Downtown buildings are encouraged to provide storefront uses at street level.

**Policy 30:**

**THAT the City of Regina will incorporate a frontage conditions in the zoning bylaw to ensure development decisions result in active and animated streets, provide a critical mass of activities and neighbourhood convenience for Downtown residents, and fill the niche for one-of-a-kind stores serving the city as a whole.**

#### 4.4.5

##### **Build-to Lines and Build-to Ranges**

The placement of buildings relative to the front property line contributes to the character of the street and sense of place. Generally, the Downtown is defined by buildings placed to the front property line. This creates an immediate relationship with the sidewalk and a consistent street wall.

Build-to line denotes a specific distance from the property line to which the street wall of all new buildings should be constructed. All new construction should be built to the build-to line. The build-to line is measured at grade.

A setback, on the other hand, denotes the minimum distance (implying a building can be located further back) from the property line at which a building should be built.

**Policy 31:**

**THAT the City of Regina will incorporate build-to lines and build-to ranges in the zoning bylaw outlining the placements of buildings relative to the front property line. This will ensure development decisions result in an enhanced character of the streets and a sense of place.**

#### 4.4.6 Street Wall Height

The first three to four storeys of buildings are the most important in defining the character of the public realm, particularly concerning the articulation, fenestration, materials, and detailing of the façades and in expressing the uses within.

The street wall is the lower portion of a building or collection of buildings that defines the street edge or public realm, typically between 3-6 storeys in height. The street wall refers to the façade portion of the building.



Above the street wall height, buildings may be subject to above-grade step backs. This ensures that the street wall is formed by buildings of comfortable pedestrian scale, while taller elements are stepped back. Above-grade step backs also alleviate wind conditions and provide more sunshine into the public realm, which result in more comfortable pedestrian experiences. Requirements for pedestrian level wind studies and solar access modelling will also assist in determining the appropriate built form mitigation techniques

**Policy 32:**

**THAT the City of Regina will incorporate restrictions in the zoning bylaw for street wall heights and standards for wind minimization and solar access in the zoning bylaw to ensure development decisions result in a comfortable pedestrian scale and experience.**

#### **4.4.7 Climate Controlled Pedestrian Linkages**

In November 1992, City Council adopted the concept of climate-controlled pedestrian linkages for the downtown and approved a plan for specific locations and types of climate controlled pedestrian linkages. The plan was prepared involving input from the downtown business community, developers, heritage organizations and the general public. That plan resulted in a set of policies that guided the creation and management of the current climate-controlled pedestrian linkages throughout the downtown.

The desire for comfortable pedestrian experiences in the downtown must be balanced with the goal of active downtown streets. While climate-controlled pedestrian linkages are used frequently, particularly in the winter months, many linkages have their access controlled allowing only employees of certain buildings to use them. The future downtown experience for pedestrians does not envision more publicly accessed climate-controlled pedestrian linkages, however, the possible negotiation of future linkages cannot be dismissed, therefore the following policy and the document titled “Design Guidelines for Climate Controlled Pedestrian Linkages” (Appendix 3) will guide any discussions around this topic.

**Policy 33:**

**THAT the City of Regina will encourage active streets and discourage the development of climate-controlled pedestrian linkages subject to the following:**

- (a) No additional climate-controlled pedestrian linkages shall be permitted without an amendment to this Plan following a full and appropriate public participation process.**
- (b) If a climate-controlled pedestrian linkage is approved, it shall be guided by the document titled “Design Guidelines for Climate Controlled Pedestrian Linkages”.**
- (c) Notwithstanding (b), no climate-controlled pedestrian linkages, either individually or in combination, shall provide a convenient connection between major retail centres which would encourage pedestrians to bypass the street level shopping environment in the downtown.**
- (d) All current, and any future, climate-controlled pedestrian linkages over or under a public right-of-way shall be subject to an agreement between the City of Regina and the adjacent property owner(s) addressing all cost, design, operational and maintenance issues, and shall be consistent with the policies in this Plan and the terms of a standard agreement. The standard agreement shall address, but not be limited to, the following:**
  - i. Public access to climate-controlled pedestrian linkages shall be permitted during hours agreed to by the City of Regina and the affected property owners;**
  - ii. The responsibility and all costs of operating the climate-controlled pedestrian linkages (including utilities and public security) and provision of maintenance (including cleaning, repair and reconstruction shall be borne entirely by the abutting property owner(s), and shall be to the satisfaction of the City of Regina;**
  - iii. Construction shall be undertaken by the City of Regina or subcontracted by the City of Regina subject to its approval of design, construction cost estimates, and construction supervision.**
  - iv. The City of Regina may fund construction of the portion of approved climate-controlled pedestrian linkages which are on or over public rights-of-way, and exempt property tax and encroachment fees for the climate controlled pedestrian linkages on or over public rights-of-way.**

[Bylaw No. 9432]

#### **4.4.8 Parking**

Parking should not be the dominant image of streets. An important goal of the Regina Downtown Neighbourhood Plan is to cultivate an image where parking, while present, goes relatively unnoticed in the streetscape. Generally, no new surface parking lots will be allowed in the Downtown that are not screened by storefront or active uses along the street. In the rare circumstances where they are accommodated (e.g. improvements to a site that currently includes a surface parking lot) exemplary parking standards must be met.

**Policy 34:**

**THAT the City of Regina will incorporate parking standards and restrictions in the zoning bylaw to ensure development decisions result in an active and animated public realm and limits the amount of visible parking from the street.**

#### **4.4.9 Building Height and Density**

##### **Introduction**

Height and density standards must be implemented as complementary components. These standards will accommodate an appropriate amount of development as-of-right.

Depending on the size and configuration of any given site, development may first reach the maximum allowable density, or it may first reach the maximum allowable height. As such, development will be constrained by either a density standard or a height standard, depending on site specific considerations. A small site, for example, may reach its density maximum first and, therefore, be limited by this maximum. Conversely, a large site could allocate greater amounts of density to a high-rise form and may be constrained by the height standard, rather than by the density maximum.

In order to accommodate the potential for sites to be assembled and/or developed in different ways, density bonusing can be used that can sensitively accommodate the unique circumstances of each development scenario. In specified areas, height bonusing may be considered.

Both the height and density standards will be considered maximums. Development must not exceed either, except through bonusing, where eligible. The maximum allowable height and density and the bonusing framework, in combination, will be designed to ensure that more consideration is required of developments that are larger/taller, given that they will be correspondingly more prominent and significant.

##### **4.4.9.1 Building Height**

Building heights will reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the other goals of the Built Form Framework.

##### **4.4.9.2 Density**

Density permissions need to ensure that new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.

Furthermore, development alternatives and incentives become more viable in a more restrictive development context where the City can gain public amenities in exchange for bonuses on height and density.

##### **Policy 35:**

**THAT the City of Regina will incorporate building height and density standards in the zoning bylaw to reflect the overall Downtown Vision, which includes the goals of the Public Realm Framework and the Built Form Framework, and ensure new development fills in under used or vacant sites, rather than concentrating significant development on only a few sites.**



## **4.5 Bonusing Framework**

### **Introduction**

The Built Form Framework assumes the zoning bylaw will identify maximum as-of-right heights and densities for Downtown development and identify areas where additional development rights may be achieved as a bonus, in exchange for public benefit.

The Downtown Bonusing Framework is a system designed to achieve specific public benefits above and beyond those required in the Regina Downtown Neighbourhood Plan, in exchange for increased development rights.

As it is implemented, the Bonusing Framework will contribute to a rising Downtown residential population and at the same time encourage new development to contribute to the desired character, livability, and sustainability of the Downtown neighbourhood.

It must be noted that the value of public benefits achieved through bonusing will vary with the peaks and troughs of real estate development activity. Thus, it is important to bear in mind that while bonusing can be a valuable tool to encourage the contribution of Downtown amenities, bonusing is not a substitute for stable, predictable, and ongoing sources of funding to support Downtown services, development, amenities, and improvements to the public realm.

Bonusing of development proposals can only be considered with respect to the granting of additional height (see section 4.4.9.1), additional density (see section 4.4.9.2), and/or reductions to build-to lines and build-to ranges at Primary Gateways (see section 4.4.5).

### **4.5.1 Bonusing Eligibility Criteria**

All development proposals must meet the following bonusing eligibility criteria:

- a) Bonuses can only be granted: for additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw.
- b) Development proposals that include bonusing must meet all Plan requirements. In particular, both the development proposal and the contributed community amenity must be in keeping with the objectives and design standards in the Public Realm Framework and Built Form Framework.

### **4.5.2 Bonusable Community Amenities Evaluation**

Proposals to contribute community amenities in exchange for development bonuses will be evaluated on the basis of the following factors:

- a) Bonusable community amenities should be selected from a community amenities list.
- b) Bonusable community amenities must be located in the Downtown.
- c) Bonusable community amenities must be enduring.
- d) Buildings have a long life; correspondingly, the resulting community amenity contribution must have a long-term effect. This means that the quality of the benefit and its long-term use must be considered priorities.
- e) Bonusable community amenities must be in keeping with the Vision and Principles of the Plan.

Community amenity contributions will be evaluated as a component of the development review process.

#### **4.5.3 Bonusable Community Amenities List**

Creating a list of Bonusable Community Amenities, projects and initiatives eligible in exchange for additional development rights, is an important step in adding transparency and predictability to the Downtown development process. It is also important in ensuring the benefits of a bonusing system are not diluted by community amenity contributions that produce little public benefit.

The list will reflect the community amenities that are currently considered desirable for the Downtown, in accordance with the objectives of the Plan. The list should only be considered as a guide. In the context of specific development proposals, additional new community amenities will be considered and may be added to the community amenities list at the Development Officer's discretion. To be eligible, those suggesting alternative community amenities must demonstrate the amenities are consistent with Plan objectives and are, therefore, desirable additions to the Downtown.

##### **Policy 36:**

**THAT the City of Regina may consider public benefits through the provision of community amenities when assessing development applications seeking additional height, additional density, or for reductions to build-to lines and build-to ranges at Primary Gateways as identified in the zoning bylaw. Provisions shall be set out in the zoning bylaw to guide negotiations of desirable community amenities.**

##### **Policy 37:**

**THAT the City of Regina will conduct regular reviews of the bonusing framework and community amenities requirements to ensure consistency with this plan and future community needs.**

## PART 5 ACTION PLAN

### 5.0 Introduction

The Action Plan contains a set of actions divided into five categories, which expresses the main objectives and foci of the Regina Downtown Neighbourhood Plan. Each action is derived from the initial observations of opportunities and constraints, is influenced by the extensive public consultation process that took place during the development of this Plan and is a step towards fulfillment of the Public Realm and Built Form Frameworks. Each action should be recognized as imperative to realizing the Plan's Vision. Individual actions are grouped into five action categories:

**Leadership:** Actions relating to leadership roles necessary to begin the implementation process.

**Neighbourhood:** Actions relating to creating a Downtown neighbourhood.

**Business:** Actions relating to enhancing Downtown commercial activities.

**Culture:** Actions relating to improving cultural programming, public art, Heritage Conservation, and Downtown lifestyle marketing.

**Transportation:** Actions relating to pedestrians, cycling, transit, automobiles, and parking.

Some of the actions do not require significant capital investment. Rather, some Plan objectives will be achieved through policy changes, incentives, partnerships, and department work programs. However, in instances where significant investments in infrastructure are required, it is imperative to also consider implications for establishing new operating and maintenance budgets that may be required.

It will be a corporate responsibility to implement the Plan. The Plan will be a living document and become engrained in City department work plans, strategic planning, and operations.



## 5.1 The 8 Big Moves

Downtown Regina's Big Moves are the driving ideas for change that form the basis for the proposed Public Realm Framework, the Built Form Framework, and the Action Plan. They are tangible concepts that bring the Vision and Principles to life. The Big Moves assimilate comments and suggestions from the public and are the justification for future actions and implementation strategies.

	<p><b>Big Move 1: Walk to Work</b></p> <p><b>A Downtown that is defined and framed by residential neighbourhoods.</b></p> <p>Regina is an exceptional place – exceptional because it bucked the trend, embraced sustainability and became one of the first medium-sized cities in Canada to provide a big-city opportunity – the opportunity to own one less car and to use active transportation as a primary way of moving about. Stop and say hello to your neighbours, grab a coffee, get some exercise, and know that you are doing something to address climate change – all as you walk to work. Downtown Regina should accommodate up to 25% of the city's annual residential growth, creating the critical mass of people necessary for a vibrant lifestyle.</p>
	<p><b>Big Move 2: The City Square</b></p> <p><b>Victoria Park is the jewel, the organizing element of the City.</b></p> <p>Victoria Park is the city square, the community living room of the Downtown core, a place that is symbolic of "Regina the Queen City", beautiful, active, vibrant, connected, and inspirational. It is the starting point in the city – every design move and every programmatic initiative builds on the geography of Victoria Park and emanates outwards. It is embedded within an identifiable historic district that tells the story of the city through buildings, furnishings, the character of the streets, and public art.</p>
	<p><b>Big Move 3: Pedestrians First</b></p> <p><b>All streets are designed for walking.</b></p> <p>Streets for walking are streets with wide sidewalks; with pedestrian amenities such as lighting and benches; and with great buildings that interest pedestrians, make them feel safe, and offer them opportunities to take shelter from the cold and to interact with the city.</p>
	<p><b>Big Move 4: A Green Zone</b></p> <p><b>A well-maintained urban forest that adds seasonal ambience and urban wildlife habitat.</b></p> <p>Every street is a warm and inviting public space lined with lush trees that bring warmth and life back into the Downtown, in all seasons. Aside from creating beautiful views, the trees offer shaded places to rest or walk under, they recharge the air, and provide friendly urban wildlife habitat. Green roofs and community gardens add a level of sustainability to the urban landscape and buildings are retrofitted for energy efficiency.</p>

	<p><b>Big Move 5: A Cycling Culture</b></p> <p><b>Cultivate and support cycling as a viable means to move about.</b></p> <p>Every street has been designed with the cyclist in mind. Broad cycling paths provide a key clue: this is a great city in which to cycle. Employers encourage cyclists by providing the amenities they need, such as safe bike storage and showers, and reward them with incentives. The City hosts an Annual Bike to Work Week, closing some roads for cyclists and holding celebrations in the park.</p>
	<p><b>Big Move 6: Exceptional Public Transit</b></p> <p><b>A Downtown that is best accessed by public transit.</b></p> <p>Public transit is the best motorized way to get to work and school or to shop and play. Public transit is a tool that links the city's diverse destinations through direct routes that are as efficient as other modes of travel.</p>
	<p><b>Big Move 7: Friendly Façades</b></p> <p><b>Existing buildings, at street level, remediated to create a lively, animated pedestrian realm.</b></p> <p>Following the lead of the Atlantis Coffee site, existing buildings that do not support the experience of the pedestrian will be transformed to enhance it. The Cornwall Centre, on all sides, will be opened to the street; existing parking structures will be transformed to have active uses at grade; and office buildings will have greater transparency at the street.</p>
	<p><b>Big Move 8: Festival Places</b></p> <p><b>Create places for gathering, to allow arts and culture to flourish and to be celebrated.</b></p> <p>The transformed portion of 12th Avenue adjacent to Victoria Park will act as the new festival and market street that includes the width of the street and both sidewalks, from park edge to the building faces, and will contribute to a renewed concept of the City Square. Queen Elizabeth II Court will become a ceremonial space for formal events and year-round civic celebrations and, together with the City Square project, will clearly mark the festival centre and cultural heart of the Downtown.</p>

## **5.2 Action Items**

### **Leadership**

- L.1 Establish a City Centre Branch and Manager.

### **Neighbourhood**

- N.1 Secure a residential pilot project Downtown.
- N.2 Create a Downtown Housing Strategy.
- N.3 Rezone the Downtown as a Direct Control District.
- N.4 Include an urban design review step in the development permitting review process.
- N.5 Reflect Downtown as a complete community in City policy.
- N.6 Encourage Downtown community gardens as part of new residential projects.
- N.7 Create a Downtown Urban Forest Strategy.
- N.8 Encourage Downtown locations for unique community services and non-profit organization offices.
- N.9 Co-ordinate existing and developing initiatives for Downtown safety and security.
- N.10 Conduct a servicing and capacity review for water, wastewater, stormwater, and solid waste management in order to devise new management strategies.
- N.11 Revise the Winter Maintenance Policy to prioritize the Downtown.

### **Business**

- B.1 Identify clusters or blocks of uses.
- B.2 Establish a permanent Farmers' Market venue Downtown.
- B.3 Measure changes in employment composition, market composition, and vacant properties.
- B.4 Foster a symbiotic partnership between businesses and artists.
- B.5 Create a façade renewal and improvement incentives program.

### **Culture**

- C.1. Create a City of Regina Cultural Plan.
- C.2 Complete the City Square Project.
- C.3 The City Square programming strategy.
- C.4 Revise the approach to heritage management.
- C.5 Establish a University of Regina presence Downtown.
- C.6 Create a Signage and Wayfinding Strategy.
- C.7 Create a Patio Management Strategy.
- C.8 Establish a Civic Heart Revitalization Working Group.

## **Transportation**

- T.1 Study the cost and impact of converting all one-way east-west streets to two-way vehicle movement both in the Downtown and immediately south of the Downtown.
- T.2 Create alternative road standards.
- T.3 Refocus transportation planning on pedestrians.
- T.4 Prioritize cycling within transportation planning.
- T.5 Prioritize and enable the efficient operation of public transit.
- T.6 Minimize, mitigate, and control Downtown Surface Parking.

## **5.3 Implementation Strategy**

### **Introduction**

The Implementation Strategy is a document to outline the timeframe and resources required for implementing the Action Plan component of the Regina Downtown Neighbourhood Plan. In order to begin Action implementation, certain cultural, political, and financial foundations should be set. These foundations are intrinsically linked to a set of critical success factors, which determine Priority Actions. It is important that the stage be properly set for orchestrating the implementation of the recommendations in a sequenced manner. In turn, once the implementation process is underway, it must be monitored with measures of success as determined for each implementation Action. Foundations, success factors, sequencing, and success measures will be identified during the project scoping phase for each Action.

Successful implementation will depend on a variety of initiatives unfolding simultaneously. Certain actions are mutually supportive or are only possible when completed in a sequenced manner - certain contexts and foundations need to be created to successfully complete the next action. A sequencing chart will outline a recommended course of action for implementation that should result in timely completion of the actions, while accommodating some flexibility as the development context evolves.



## APPENDIX 1: PLAN BACKGROUND

Today, the City of Regina finds itself on the cusp of significant change. It has an unprecedented growth rate that has toppled once stable housing prices and an administration that understands the importance of investing in urban infrastructure to ensure the improvement of quality of life for all residents of the city.

Regina is also being shaped by national and global trends. As a society, we have become acutely aware that our patterns of development are adversely affecting the settlements within which we live. Sprawling auto-dependant communities are raising questions about equity, sustainability, accessibility, social inclusivity, our health, and about the best places for people to age gracefully. Across North America, walkable Downtowns and main street communities are undergoing a revival as people seek solutions to these issues. And more than ever, citizens are aware of best practices elsewhere.

Downtown Regina has historically been the economic engine of the city. Today, Downtown establishments provide over 25,000 jobs. For a mid-sized Canadian city, this concentration of employment is enviable. It results in an urban vibrancy during daylight hours that is challenging to find in similar sized Canadian cities that do not have this critical mass of people coming together five days a week. This significant clustering of employment also secures Victoria Park as an important and beautiful place to lunch in the summer and is fundamental to the success of the Regina Farmers Market, enabling a small but growing cluster of local, unique restaurants and services. Downtown is also a place for gathering, as demonstrated annually at Regina's treasured Folk Festival, and during impromptu moments such as when the Roughriders won the 2007 Grey Cup. It is a place for civic organization, for cultural activities such as the events offered at the Globe Theatre and the Central Public Library, and for entrepreneurship.

Some of the Downtown development that has occurred since the early 1990s includes the Hill Centre Tower 2, FCC Tower and Canada Life Place. These constitute nearly 10% of the downtown office stock. More recently, Hill Centre Tower 3 is now under construction and several applications have been submitted for residential, office and commercial buildings in the downtown. As well, in the last few years several buildings have been adapted for reuse such as the residential conversion of the TD building and Renaissance Plaza, and the Leader Building. Office conversions have also taken place, including the transformation of former retail spaces such as the Army & Navy and the Bay Building to office uses.

In contrast, since the creation of the 1985 Downtown Plan there has been minimal investment in the public realm. In addition, more historic buildings have been torn down to make way for new parking lots. Indeed, a full 26 per cent of the surface area Downtown is now reserved for parking. While Downtown Regina has many of the critical elements required to create a thriving Downtown, it does not yet have the critical mass of activities necessary for the Downtown to thrive beyond regular work hours. This, in turn, limits the viability of restaurants, galleries, services, cafés and niche retail. Similarly, since public spaces are empty at night and weekends, the streets do not feel safe. What is needed is a direction for Downtown development that leads to a critical mass of activity, increasing the viability of an active and safe Downtown at all times.

Great places are not created by accident. They are the result of a vision, leadership, planning, unrelenting tenacity on the part of city champions, and strategic, meaningful public investment. The Regina Downtown Neighbourhood Plan has been created to provide such direction for the next 20 years to come.

The Downtown Neighbourhood Plan celebrates Downtown Regina as a place for people to thrive. It refocuses Downtown Regina as a place of pedestrianism, heritage and culture, entrepreneurship, great urban design, environmental sustainability and as an ideal place to live. It does so by recognizing the existing employment base Downtown as the City's greatest asset, and encourages future growth that further entrenches Downtown as the economic hub of Regina.

The primary goal of the Plan is to match the employment base with great new urban housing, so people can choose to walk to work. Living and working in close proximity has a number of corollaries and spin-offs. People living Downtown will shop and eat Downtown, supporting a vibrant retail and restaurant scene. People will be on the streets at all hours, fostering a safer environment. New cultural destinations, entertainment attractions and service providers will choose to locate Downtown, where the people are. This new critical mass will bring urban vitality to Regina.

To accomplish this vision, two objectives must be met, both of which are inseparable as a strategy for growth. The first objective is to attract up to 25% of the projected residential growth for Regina to new Downtown accommodations. The goal of 2,500 to 5,000 new residents, over the course of the next 15 years, will effectively establish a Downtown neighbourhood. To attract new residents, the second objective is to create a collection of quality amenities Downtown, of the types necessary to support a thriving neighbourhood and community. Whereas the reasons people choose to live in urban environments typically include proximities to arts, culture, retail and restaurants, the most compelling reason to live in Downtown Regina, in the short term, is the opportunity to walk to work. If people are given the opportunity to walk to work, their sustained presence Downtown after working hours will soon begin to have an impact on the other kinds of amenities that are necessary to create a thriving Downtown

- shops, a grocery store, galleries, a community centre and niche retail all become more viable as the population increases. In the longer term, as the Downtown population base both increases and begins to stabilize, the urban environment will become more complete and sustainable.

Improved transit service is essential to a complete, walkable Downtown. Many walking trips are made to, and from, the bus. Improving transit service Downtown will allow visitors to access Downtown, and to enjoy it on foot, as well as allowing Downtown residents to conveniently travel to the rest of the City. It will be possible to live Downtown without owning a car. As people begin to live in the Downtown, it will become more and more viable for “car share” enterprises to operate. This in turn will give more people the option to forgo car ownership, or to own one less car. Accommodating population growth through Downtown infill will also make it possible for the City of Regina to choose to reduce sprawl.

Making Downtown a great place to live requires investment: great tree-lined streets, an efficient transit system, a variety of interesting parks, new cultural destinations, neighbourhood shopping and amenities to support new residential developments. It is a circle of public and private sector investment that builds overall value. The more attractive Downtown becomes, the more people will want to live there. The more people live there, the more businesses and government will invest.

Accessible public spaces and shared amenities, in the future, will be the draw to Downtown living. People will choose to live with smaller ecological footprints in exchange for cleaner air, a high quality of life, and affordable movement options. Downtown will also provide an opportunity for a diversity of people to live in close proximity to one another.

To implement the Downtown Neighbourhood Plan, Action Plans have been generated and categorized under the themes “Leadership”, “Neighbourhood”, “Business”, “Culture”, and “Transportation”. These specify actions that are necessary to undertake to realize the Plan and are listed in order of priority. Many actions are interdependent and should be implemented together, while others are part of a sequenced or phased implementation strategy that is driven by measurable benchmarks. A signature component of the Downtown Neighbourhood Plan is the City Square project, the objective of which is to revive the idea of a city square around Victoria Park by accommodating year-round public festivals and a variety of forms of recreation.

This Downtown Neighbourhood Plan puts forth a Vision for a bold and sustainable future for the City of Regina. At the policy level, significant change is required to shift the trajectory of Downtown towards what it is seeking to become, while respecting and enhancing the current concentration of employment. The guidelines and recommendations in the Plan refocus the Downtown as a priority area for capital

investment, for the benefit of all residents, and recommend a reallocation of resources. In addition, the Plan assumes that more will be required from the private sector than has been required in the past. A series of players must come together to create a great urban environment: City staff, Council, land owners, developers, community leaders and citizens. Leadership and strategic public and private investment are now needed.

## **Plan Development Process**

To date, development of the urban context has been guided by a Downtown Plan created in 1985. It allows a mix of uses and built form types, and prioritizes efficient parking and traffic management. The Regina Downtown Neighbourhood Plan project was initiated in September 2007, when the contract was awarded to Office for Urbanism, in association with UMA, Goldsmith Borgal & Company Architects, and urbanMetrics following a competitive bidding process.

This study was organized into five phases that were framed by a public engagement process, and designed to generate a new Vision for the future of Downtown Regina in collaboration with a wide range of stakeholders. Three forums were held as an opportunity to both generate and test ideas, and to ensure that the refinement of the Downtown Neighbourhood Plan was in keeping with the overall Vision. Collaboration between the Consultant Team and City staff, through weekly and bi-weekly conference calls, site visits, exchange of information and ideas, and strategies about how to move forward with the process, were essential to shaping its success.

### **Phase 1: Project Kick-Off and Background Research**

Phase 1 commenced with a project Kick-Off meeting in September 2007 where the Consultant Team met with City staff to establish roles and review the timeline of the study. A Steering Committee of senior City staff was established, and meetings were held at strategic points throughout the process. A detailed walking analysis was undertaken to gather visual information. Policy information, past studies and base maps were thoroughly reviewed and relevant Downtown policies were extracted to inform the content development. An opportunities and constraints analysis was completed.

### **Phase 2: Visioning + Concept Plan Development**

To begin the public engagement process, a media kick-off event was held in October 2007 where the Consultant Team introduced the project with the assistance of the General Manager for Planning and Development, Jason Carlston, and Mayor Pat Fiocco. A presentation to Council was also made to encourage Council involvement moving forward. A series of stakeholder focus group sessions were held to engage key players in the process and to assess the needs and goals of various groups. Those consulted included representatives from: heritage, arts and culture, adjacent neighbourhood representatives, resident's groups, developers, land owners, various City departments, special interest groups, transportation experts, and members from the business community.

In December of 2007, "Forum 1: Downtown Planning Symposium" was held at the Royal Canadian Legion and was attended by over 200 people. The three-day event included a walking tour and a "fresh eyes" analysis presentation on the first day, Visioning Workshops on the second and third day, and a final Open House on the evening of the third day. The key concepts related to the Vision and Principles for the Downtown Plan, as well as the 8 "Big Moves", all emerged during this first Forum.

In the workshops, the Downtown was divided into five 'Demonstration Sites'. Each group of participants explored, with pen and paper, a future development scenario for one of the sites, in keeping with an overarching vision for the site. The "Big Moves" were then used to inform the development of the Downtown Concept Plan toward the end of this phase and, subsequently, the "Action Plans" (Phase 3). A newsletter outlining the outcomes of the forum was distributed broadly.

Phase 2 concluded with the January 2008 announcement of a \$1 million initial implementation project intended to visually signal change Downtown, specifically for the public realm, in the 2008 operating year. Initially branded the “WOW” project, the City Square Project was proposed to proposed redefine the function and edge of Victoria Park along 12th Avenue to recapture the historic idea of Victoria Park Square. Forum 1 identified Victoria Park as the heart of Downtown Regina, and as a key public space where memorable civic events occur year-round. Accordingly, the City Square Project involves transforming the portion of 12th Avenue along Victoria Park into a beautiful year-round programmable space with a strong pedestrian focus.

### **Phase 3: Development of Action Plans**

Following the establishment of the Vision and Principles for the Downtown Neighbourhood Plan, the Consultant Team worked towards creating the Concept Plan and Draft Action Plans along with associated implementation strategies and tools. This began to frame the recommendations and ideas generated from the background research, technical analysis, and public consultations into a plan and policy structure.

In March 2008, the Consultant Team conducted a workshop with the City Project Team specifically to address transportation planning. Furthermore, a special meeting with representatives of the File Hills Qu’Appelle Tribal Council was held to identify specific needs that ought to be recognized in the Downtown Plan, giving precedence to future actions related to making Downtown truly for all people. The project and Consultant Team also met with a representative from GBLUR Centre for Sexuality and Gender Diversity at the University of Regina to better understand the needs of this group.

In April of 2008, “Forum 2: The Downtown Plan” was held at the Knox-Metropolitan Church in Downtown Regina. The three-day forum began with a public introduction of the draft Downtown Plan, which included a concept drawing and key design moves. The public was given a variety of opportunities to question and comment on the draft Downtown Plan through a series of interactive panels, comment sheets, and during a question and answer period.

On the second and third days of the Forum, focus group sessions were held during which the draft Downtown Plan and draft Action Plans were tested with 7 different stakeholder groups: developers, business associations, community groups, environment, transportation, heritage, and arts & culture. The evolving draft Plan was also presented to City Council during a working lunch.

A key outcome of Forum 2 was a list of risks, mitigating actions and critical success factors for successfully implementing the Plan. A refined list of draft Actions, and champions for each, was also generated. A second newsletter outlining the outcomes of Forum 2 was distributed broadly.

### **Phase 4: Presentation of Action Plans**

Forum 2 identified the need to conduct further workshops to help create a Built Form Framework for Downtown. Workshops were held on June 5, 2008 with City staff, and members of the development and heritage communities, to review and refine draft recommendations. The Built Form Framework comprises a significant component of the Downtown Neighbourhood Plan and should function as a tool to guide future development to ensure that it is in keeping with the original Vision, Principles, and overall intent of the Downtown Plan.

In June of 2008, “Forum 3: Actions and Implementation” was held at the Knox-Metropolitan Church. The Consultant Team presented the overall implementation strategy which included the refined Action Plans, as categorized under the five themes of Live, Work, Play, Movement, and Leadership, to a public audience of approximately 200 people. Feedback was received during an interactive panel session and during a question and answer period.

Forum 3 provided an additional opportunity to present the refined Downtown Plan to City Council, whose enthusiasm had grown for the planning project. A media event following this meeting gave the



opportunity for City Councillors and the Mayor to speak to the press about the Plan. From July 2008 to August 2008, the Consultant Team worked towards finalizing the Downtown Plan and writing a draft report. A third newsletter was also produced which outlined the outcomes of Forum 3.

### **Phase 5: Final Downtown Plan**

A first draft of the Downtown Plan was completed in August of 2008. It was presented to the project team and Steering Committee for consideration and review. Subsequently, the Plan underwent a series of refinements and revisions as per the involvement of key stakeholder groups, the Steering Committee, and City staff. The process of refining the Plan included a series of meetings held with land owners to assess the viability and likely impacts of the proposed Built Form Framework that resulted in minor adjustments being made.

The Regina Downtown Neighbourhood Plan clarifies the future form and function of Downtown Regina for 20 years to come and identifies the strategic actions necessary to transform it into a dynamic urban centre. It defines Downtown as the heart of the City of Regina and as a valuable neighbour to its surrounding neighbourhoods. It recognizes that in order to create a great Downtown, the value of the existing employment base to the City must be leveraged; the distinct history and cultural setting of Downtown must be highlighted; civic pride must be strengthened; policies must be put in place to encourage the necessary critical mass for a mixed-use, live-work environment; and, both public and private investment will be required.

The Plan considers a complex array of factors that shape Downtown including, but not limited to the planning and policy context, the urban fabric and built form, street patterns and functions, transit and traffic systems, walking and cycling networks, general land uses, heritage, arts, culture and society, retail function, residential population, and pedestrian behaviour.

### **Conditions, Constraints, and Opportunities**

An examination of existing conditions was conducted using map analyses, photo interpretation, policy review, background document reviews, traffic modelling, and stakeholder interviews. The existing conditions analysis revealed a set of constraints towards a thriving Downtown environment as well as a set of general opportunities for improvement.

#### **Existing Conditions**

Downtown Regina is a completely urbanized area located in the centre of the City of Regina (population just below 200,000) and is surrounded by the neighbourhoods of the Warehouse District to the north, Centre Square (formerly the Transitional Area) to the south, Cathedral Area to the west, North Central neighbourhood to the northwest, and the Heritage neighbourhood (formerly Core) to the east.

Downtown Regina has a tremendous opportunity to be renewed as a pedestrianized, active, and dynamic Downtown. The walkable scale of the street grid, the availability of developable land, the beauty of Victoria Park, and the character created by numerous iconic buildings are just a few of its great foundational elements upon which to build.

The City of Regina has a dramatic presence in the prairie landscape. The carefully laid-out inner city neighbourhoods with their tree-lined streets are a testament to an environment that is both deliberate and relatively recent. Wascana Centre, with its varied and breathtaking parks, further points to a history in Regina of long-term visioning, planning, and place-making.

Downtown too has a dramatic presence. It has a well developed skyline that has continued to evolve and change over time, and a diverse assortment of modern buildings. Unfortunately, certain aspects of change have come at a cost. Whereas the Downtown of yesteryear was the heart of the city, with bustling

sidewalks and diverse businesses and institutions, today a significant amount of land is dedicated to parking cars.

Planned outward growth and suburban development over the years, into the northwest and southeast areas of the city, combined with a popularization of the automobile, drew residents out of Downtown – amenities and services followed. Consequently, rather than functioning as a once mixed-use neighbourhood with a residential population, Downtown is now largely an office/commercial area, used mainly by government and including a few hundred small businesses, shops, and restaurants. Today, Downtown employs roughly 25,000 professionals, and is home to just under 1,500 residents according to 2006 Census data. This is just 0.8% of the City of Regina's total population.

The study area includes all parcels of land located inside of the boundaries formed by the CPR rail line north of Saskatchewan Drive, Osler Street, 13th Avenue, and Angus Street. The area includes 40 city blocks created by a rectilinear grid of streets (Figure 1.1). This area is an historic part of the city, containing many of the early elements that contributed to the identity of the Township of Regina just prior to its incorporation in 1882. Victoria Park, the rail station, and various heritage buildings such as the Hotel Saskatchewan, the Knox-Metropolitan United Church, and the Saskatchewan Power building on Victoria Avenue, are just some contributions from Regina's rich past that shape its identity today.

### **Constraints**

a) *Engrained social patterns* – Downtown is no longer the heart of the action – people do not expect to live, to dine, or to be entertained Downtown; new development has not necessarily focused on quality; people expect to drive everywhere.

b) *Decentralized civic and cultural institutions* – Regina has not developed a critical mass of important arts, culture, and retail facilities and activities in the Downtown; rather, these amenities are scattered throughout the city and currently best accessed by driving.

c) *The railway divide* – crossings are limited and are designed for vehicles; they make poor connections between Downtown and important areas to the north (the Warehouse District and Mosaic Stadium) from which pedestrian movement into the Downtown should take place.

d) *Under-investment in the public realm* – there has been little investment in the past 20 years; past investment has been of an inconsistent character and quality.

e) *Car-oriented infrastructure* – Downtown is designed for cars: wide roads, wide lanes, one-way streets, an abundance of surface and structured parking, few pedestrian crosswalks or signals, and weak transit infrastructure.

f) *Car-oriented culture* – despite Downtown Regina's compact and walkable scale, a car-oriented culture is evident in the travelling behaviour of those who work Downtown and in Downtown's overall physical form. Parking structures and surface parking lots dominate views, and negatively impact the pedestrian experience.

g) *A limited residential population Downtown* - while employment uses remain strong, the limited residential population, combined with the dispersal of arts and cultural institutions throughout the city, results in a Downtown that is underutilized on evenings and weekends. This constrains the viability of the restaurants, services, and specialty retail which ought to distinguish the Downtown from other parts of the city.

## Opportunities

- a) Regina as the capital city* – its role as a ceremonial and gathering centre; the focus of government; a location for regional corporate headquarters.
- b) Concentration of government and office employment uses Downtown* – an extraordinary concentration for a city of Regina's scale; provides a tremendous daytime population.
- c) Diverse historic neighbourhoods* – adjacent neighbourhoods are planned on a grid, and have populations that are loyal to the Downtown and that use Downtown amenities.
- d) Beautiful Wascana Centre* – is a tremendous recreational asset for all of Regina, but in particular for Downtown, where people living at higher densities in the future will benefit most from it.
- e) The grid* – a compact and walkable Downtown results from an intact, well-connected, fine-grained street network.
- f) Victoria Park* – a central oasis, just the right size for Downtown; has the potential to evolve, adding people, activity, and amenity to become the Regina's main square.
- g) Cultural activities* – potential to develop cultural partnerships and programs given the interest of the arts community in playing an active role in its future.
- h) Significant opportunity areas* – Broad Street, Albert Street, and Saskatchewan Drive are today underutilized; with imagination and commitment, they can transform to places of vitality and value.
- i) Remaining heritage* – needs to be protected and revitalized: these jewels exist only here. There is a significant stock of heritage properties that creates a distinct character in Downtown.

## Beyond Costing the Plan: Understanding the Plan as an Economic Development Tool

The Regina Downtown Neighbourhood Plan has three key functions relevant to understanding the costs of its implementation. Unlike a capital project, where specific costs related to project implementation are identified and detailed, the Plan functions as a Vision, a Policy Framework, and as a City Building Tool. In each of these realms, the Plan has implications for economic growth, which in turn has implications for the fiscal health of Regina.

In essence, the transformation of the Downtown is an investment in the future of Regina. Some aspects of the Plan will be implemented with minimal expense to the municipality – adopting a new policy framework, for example. Other Plan actions entail attracting investors (public, private, and institutional) who will act as catalysts for further investments. Investment in the Downtown will have an impact on the economic development of the city as a whole – it will attract private investment and tourism dollars, it will increase property values and result in a destination within the city for all Regina residents.

### As a Vision

The Regina Downtown Neighbourhood Plan provides a rationale for decision making, giving direction to the municipality and key stakeholders as it reinforces the Downtown's commercial character and transforms it into a complete and walkable neighbourhood. It functions as a key tool to leverage investment from other sources, such as through the Urban Development Agreement fund and through the Bonusing Framework (see section 4.3). It will both direct public sector investment, ensuring coordination among departments as capital investments are made, as well as attract outside investment by

demonstrating the Downtown's future character, and the municipality's commitment to the Downtown as a priority. The Vision provides certainty in the Downtown's future for Council, the development industry, residents, and City staff. Certainty and a commitment to quality are critical to attracting outside investment.

### **As a Policy Framework**

The Regina Downtown Neighbourhood Plan is also a Policy Framework that specifies how the Downtown should grow and develop over the next 20 years. It shapes growth and investment by directing future decision making and instilling higher design quality requirements. Studies that will refine key ideas related to the Vision are outlined as specific actions in the Plan; they will be undertaken in sequence and in accordance with priority as funding becomes available. Many of these studies will lead to capital projects, which will then be assessed during annual budget cycles.

### **As a City Building Tool**

The Regina Downtown Neighbourhood Plan positions Downtown Regina as a local and regional destination, a draw to tourists and business, a place to invest, and a healthy place to live. Plan actions express the City of Regina's ongoing commitment and are a blueprint for Downtown growth and development such that the Plan, in its entirety, functions as a tool that: increases development potential, generates momentum, directs attention to Downtown activities, and focuses energy towards the Downtown's continued enhancement.

Plan fulfillment will enhance the Downtown's livability and thereby strengthen Regina's strategic position in relation to other cities as it competes for businesses, entrepreneurs, young professionals, and tourists, all of whom are drawn to settle, invest, and visit based on the breadth of evident quality of life opportunities.

It is this same vibrancy and attractiveness that will draw others to live in Regina, which will also drive economic growth. To locate, businesses require a stable critical mass of educated employees. To thrive, businesses require a strong consumer base. Enhanced livability and enhanced business opportunities are fundamentally entwined.

New capital investments Downtown, to be made by both the private and public sectors, will generate land value, which in turn will increase tax revenues. As the Downtown grows as the hub of the city, with animated streets and businesses all hours of the day and all days of the week, existing businesses will thrive and new businesses will be inspired to locate in the heart of the action.

Downtown development also has the potential to maximize the use of municipal infrastructure. Utility lines, roads, and lanes, are already in place and may only need minor upgrading when new developments evolve on infill greyfield and brownfield sites. There are also potential operational efficiencies to be gained in the long term. A more compact urban core minimizes operational costs for services and may lead to opportunities to offer higher levels of service in areas such as public transit, solid waste management, and snow clearance/sidewalk maintenance given the advantages of providing these services at higher densities. Over time, as the Downtown becomes increasingly diversified and as new businesses establish, real estate will become more competitive and the Downtown business economy will continue to grow, resilient to changing market conditions.



## APPENDIX 2: STREETSCAPE TYPOLOGIES

The Streetscape Typologies, as illustrated on Map 3, organize streets by type based on their current or planned character and function. The diagrams and descriptions in this appendix represent prototypical conceptual design qualities for each streetscape type. They are not meant to illustrate particular Downtown locations; instead, they provide recommendations for the allocation of space and the look and feel of each typology.

As examples, the streetscape typologies demonstrate how the right-of-way could be allocated for various street types to be in keeping with the Vision. It is expected that these street sections will be refined, in the context of the development of alternative Downtown street standards. These streetscapes will require revised approaches to road maintenance and operational services.

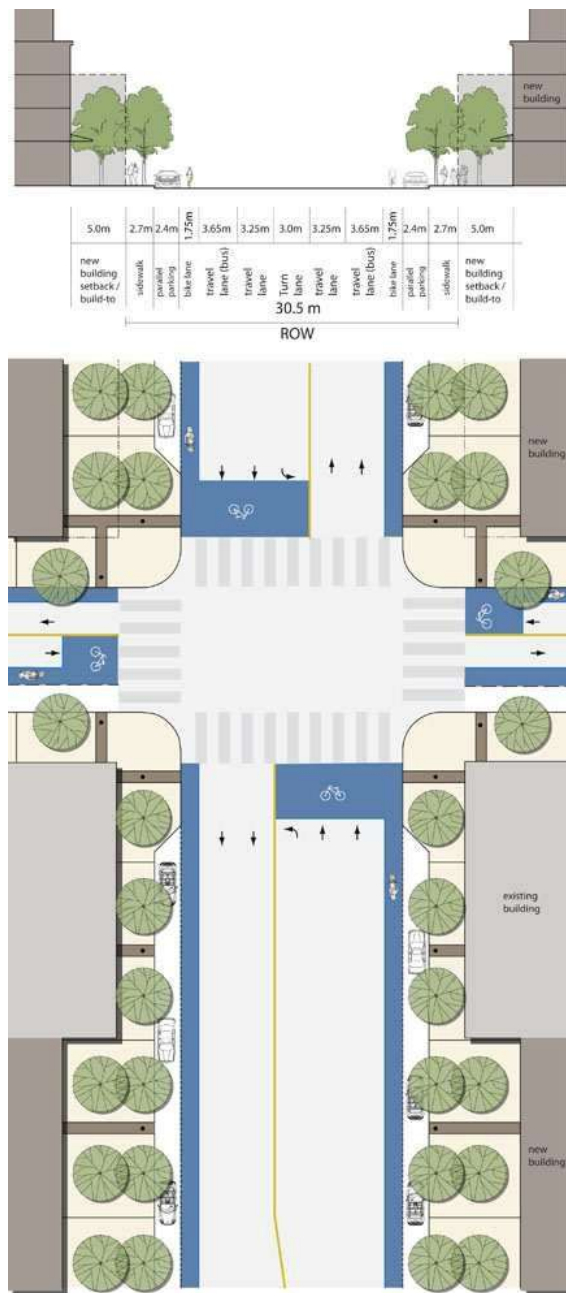
### **Grand Avenues – Albert Street, Saskatchewan Drive, Broad Street**

#### **Intent**

Albert Street, Saskatchewan Drive, and Broad Street define three of the edges or thresholds to the Downtown. Currently dominated by fast moving traffic within the right-of-way, as well as suburban character buildings and parking lots adjacent, it is intended that these streets transform into grand, tree-lined avenues edged by high quality buildings (Figure A2.1).

Features of Grand Avenues should include:

- a) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. In a few places, this will include distinctive heritage streetscape treatment.
- c) Crosswalks at all intersections, including special crosswalks at the four Primary Gateways intersections.
- d) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- e) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- f) Bike lanes of 1.75 metres width, slightly wider than the minimum 1.5 metres, due to these streets' high vehicular volumes.
- g) Bike Boxes at all signalized intersections, which requires no vehicular right turns on red lights.
- h) Where left turn lanes are not required, the sidewalks on each side of the road should be expanded.



**Figure A2.1**

Grand Avenues section

## **Grand Avenues – Victoria Avenue**

### **Intent**

Victoria Avenue is the great street of Regina, a grand civic gesture through its centre uniting many neighbourhoods, including the Downtown. Unfortunately, its character through the Downtown has eroded over time. Victoria Avenue should be restored to its former splendor as a boulevard with a special treatment through the Downtown (Figure A2.2).

Features of the Victoria Avenue Grand Avenue should include:

- a) A broad central island with a double row of ornamental trees.
- b) Broad sidewalks with a double row of street trees on each side of the street. To help accomplish this, a 5 metre build-to line setback is proposed for new buildings.
- c) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- d) Decorative crosswalks at all intersections between Albert and Broad Streets, inclusive.
- e) Permanent on-street parking. This helps buffer pedestrians from traffic and creates activity.
- f) Bump-outs of sidewalks at intersections, creating more substantial pedestrian zones and shorter road crossings.
- g) Left turn lanes should be minimized.





## **Primary Streets – 11th Avenue, 12th Avenue (Angus to Osler), 13th Avenue**

### **Intent**

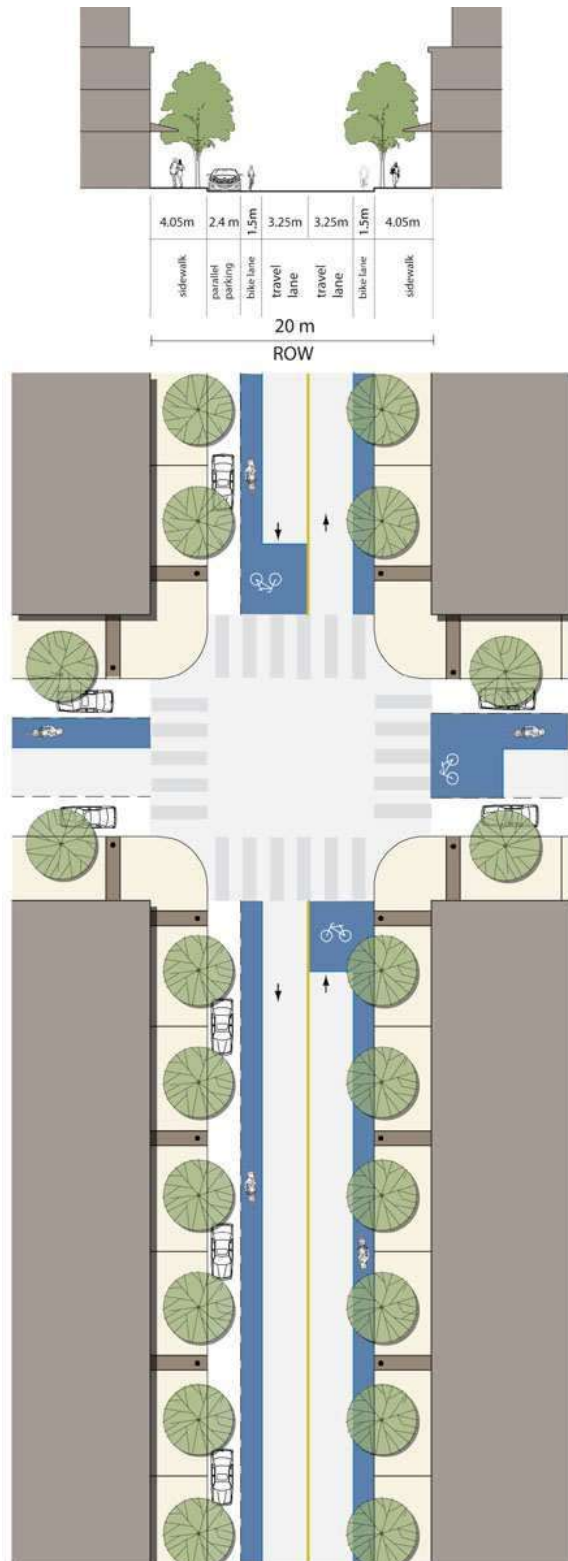
All east-west streets are recommended to be two-way through the Downtown (Figure A2.3). This creates better linkages to adjacent neighbourhoods as well as a more legible environment to navigate. Further, two-way streets better support retail vibrancy and minimize driving distances within downtown environments – since it is always possible to take a direct route. Primary Streets are active for all modes of transport, but have less vehicular traffic than the Grand Avenues, so they are the most balanced Downtown streets. Conversion of 11th and 12th Avenues occurred in June 2010. Detailed analyses will be necessary to determine feasibility and phasing of the remaining conversions.

A new Downtown transit hub is required and detailed analysis will show the best location and configuration. Bus stops on each side of the street will service transit travelling in opposite directions, and facilitate transfers across the street. Travel lanes on 11th Avenue will generally need to be 3.65 metres wide. Special streetscape treatments in this area are proposed.

12th Avenue adjacent to Victoria Park has become part of the City Square Project, a special plaza treatment designed to extend the perception and use of public space. It has a high quality treatment designed primarily as a pedestrian space, but through which vehicles may be able to pass.

Features of Primary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer traffic and pedestrians and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes on 12th and 13th Avenues should be accommodated.



**Figure A2.3**

Primary Street section

## **Secondary Streets**

**Angus Street, McIntyre Street, Smith Street, Lorne Street, Cornwall Street, Scarth Street, Hamilton Street, Rose Street, Osler Street**

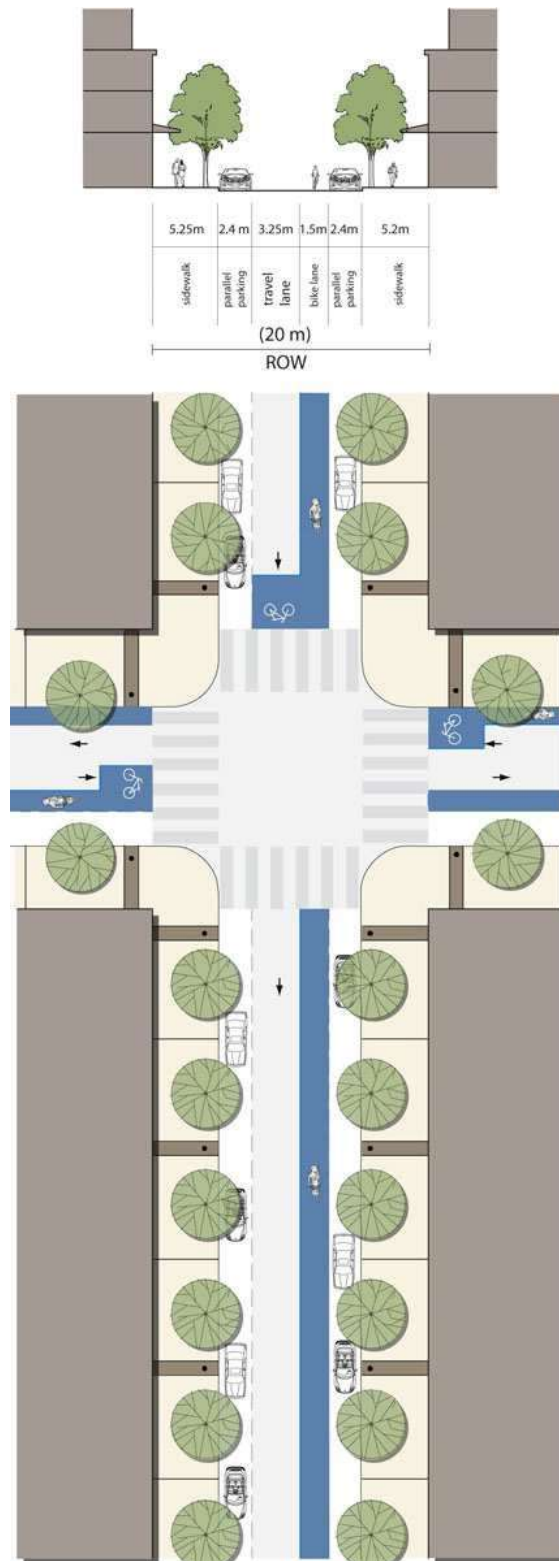
### **Intent**

The north-south streets are envisioned to remain one-way into the foreseeable future. Given that these streets are not through streets, they have the greatest potential to focus on active transportation and a high quality pedestrian realm (Figure A2.4).

In the future, with increased intensity, particularly an expanded street retail scene and significant infill of currently vacant lots, these streets should be considered for conversion to two-way with parking in only one direction.

Features of Secondary Streets should include:

- a) Wide sidewalks with a single row of street trees on each side of the street.
- b) A palette of paving, lighting, banners, and furnishing that is distinctive to the Downtown. This will include a distinctive heritage streetscape treatment through the Heritage Heart.
- c) Crosswalks at all intersections, including decorative crosswalks in pedestrian priority areas and at Victoria Avenue between Albert and Broad Streets.
- d) Permanent on-street parking on one or both sides of the street. This helps buffer pedestrians from traffic and creates activity. Where transit facilities are required, on-street parking should be accommodated only where possible.
- e) Bike lanes and Bike Boxes at all signalized intersections should be accommodated.



**Figure A2.4**

Secondary Street section



## Alternative Street Configurations

### Intent

Several streets currently exhibit features that distinguish them from the streetscape typologies (i.e. Grand Avenues, Primary Streets, Secondary Streets). In other cases, in order to complement recommended public realm improvements, specific streets should be designed in concert with these improvements.

### Secondary Streets – Blocks between Victoria Ave. and 13th Ave.

Centre Square neighbourhood's existing secondary streets have mature street trees located between the sidewalk and pavement (Figure A2.5). This is an appropriate condition in this neighbourhood, particularly given the desire to infill these streets with predominantly residential development.

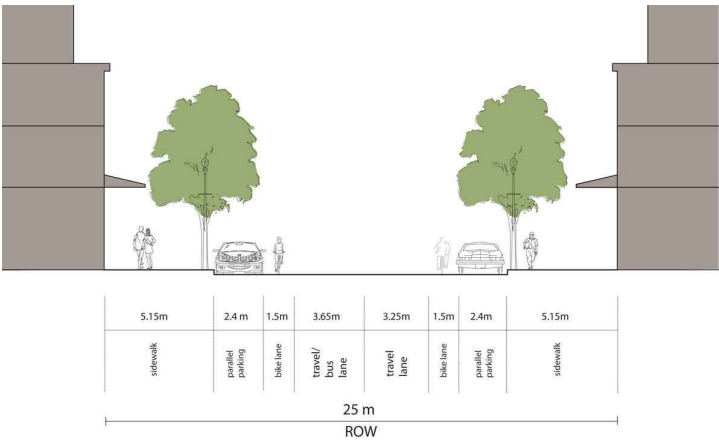


**Figure A2.5**

Secondary Streets – Blocks between Victoria Avenue and 13th Avenue

**Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park.**

Currently, Lorne and Scarth Streets have angle parking beside Victoria Park. This condition is appropriate since it provides plenty of short-term parking for the park and the animated uses around its edge (Figure A2.6).

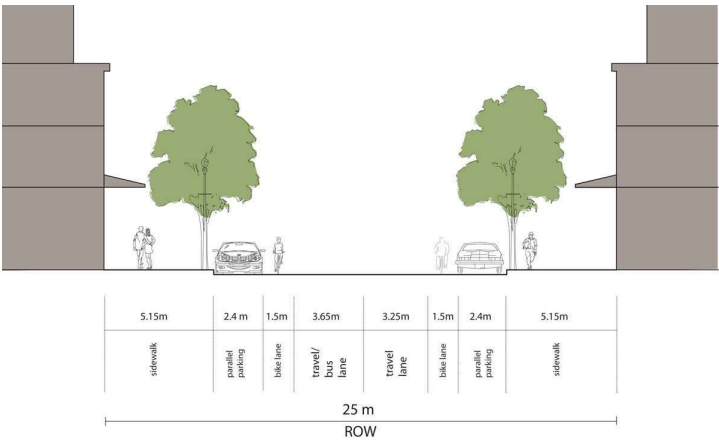


**Figure A2.6**

Secondary Streets – Lorne Street and Scarth Street adjacent to Victoria Park

**12th Avenue – Blocks between Albert Street and Lorne Street.**

12th Avenue has a wider right-of-way through the west side of the Downtown, at 25 metres (Figure A2.7). This additional width can be utilized by providing on-street parking on both sides of the street and wider sidewalks. In front of the library (and in proximity to the City Square Project) and/or along the City Hall block, the additional width can be utilized for a generous transit stop and waiting area.



**Figure A2.7**

## **APPENDIX 3: DESIGN GUIDELINES FOR CLIMATE CONTROLLED PEDESTRIAN LINKAGES**

### **1.0 Introduction**

The purpose of these guidelines is to provide a qualitative basis for evaluating the design of approved climate controlled pedestrian linkages. They will be used by development proponents, those responsible for reviewing proposals and City Council. The guidelines are used as a standard of design from which variation is possible in specific cases where appropriate.

### **2.0 General Design Principles**

The design guidelines are based on, and consistent with, the following general design principles which respect Regina's specific context and needs:

- a) Emphasize ground level retail activity.
- b) Provide a comfortable and safe pedestrian environment within the retail core.
- c) Encourage diversity and detail in ground level climate controlled pedestrian linkages, consistent with a vital shopping environment, but unified within an overall theme.

### **3.0 Design Guidelines**

The following guidelines are applied to climate controlled pedestrian linkages:

#### **3.1 Physical Dimensions**

- a) The minimum height from the ground of above ground climate controlled pedestrian linkages over public rights-of-way shall be 4.75m (15.6 ft.).
- b) The minimum corridor width for climate controlled pedestrian linkages shall be 3.0m (10.0 ft.) except for those over rear lanes abutting parkades which shall be a minimum of 2.44m (8.0 ft.) in width.
- c) The minimum ceiling height in all climate controlled pedestrian linkages shall be 2.44m (8.0ft.).

#### **3.2 Access**

- a) Stairs shall be a minimum of 2.0m (6.6 ft.) in width. Each flight shall have a maximum vertical rise of 2.44m (8.0 ft.). The tread shall be a minimum of 28cm (.92 ft.), the rise shall be a maximum of 15cm (.49 ft.), and the product of the rise and tread shall be between 450 and 485.

- b) Access points to the street from climate controlled pedestrian linkages shall be clearly identified by the design of the entrance and the provision of standardized signage.
- c) Provision shall be made for level changes which allow easy and convenient movement of pedestrians between above ground and ground level climate controlled pedestrian linkage elements, at such strategic locations which maximize pedestrian orientation to street level shopping of Scarth Street and Hamilton Street.

### **3.3 Exterior Design**

- a) Above ground climate controlled pedestrian linkages over streets shall be as close as practical to 90° from the face of the adjacent buildings.
- b) The horizontal orientation of above ground climate controlled pedestrian linkages over streets shall be level to the greatest extent practical. Where deviation from level is necessary, the exterior design shall compensate for such deviation by maintaining level roof, deck and window lines.
- c) The exterior design and materials of above ground climate controlled pedestrian linkages over streets shall be compatible with that of the adjacent buildings. Where the adjacent buildings are of markedly different styles, the exterior design of the climate controlled pedestrian linkages shall be in keeping with one of the buildings. Priority shall be given to compatibility with adjacent buildings having heritage significance.
- d) Reflective surfaces which create glare should not be utilized.
- e) The exterior of ground level climate controlled pedestrian linkages in existing buildings should respect the original building façade and maintain or enhance compatibility with the streetscape.

### **3.4 Interior Design**

- a) The use of natural light is encouraged by the provision of substantial glazing including skylights where applicable.
- b) The minimum interior illumination levels are:
  - 21.5 lux for walkway areas
  - 10.7 lux for seating areas
  - 43 lux for entrances, stairs and ramps
- c) Doorways shall not obstruct the free flow of pedestrians within climate controlled pedestrian linkages. Doors shall be held open with magnetic stays connected to the fire alarm system, or utilize another acceptable method.
- d) Directional signage shall be provided at exits and key nodes within climate controlled pedestrian linkages.
- e) Facilities encourages on ground level climate controlled pedestrian linkages include landscaping, seating areas, and public art. The location of these facilities should maintain an



uncluttered appearance which does not detract from the provision of display windows and small scale storefronts.

- f) The interior design of ground level climate controlled pedestrian linkages in the retail area should consider the "Heritage" theme established for the Scarth Street Mall.
- g) Materials used should be durable as well as aesthetically pleasing.
- h) Climate controlled pedestrian linkages shall be appropriately insulated.
- i) Visibility from climate controlled pedestrian linkages to the street shall be provided where possible to aid the orientation of users.

### **3.5 Security and Safety**

- a) Climate controlled pedestrian linkages shall be as open and visible as possible. Blind corners and unnecessary jogs which screen areas from view should be avoided.
- b) Consideration may be given to utilizing closed circuit T.V. cameras for surveillance, especially in screened, infrequently used or other high risk areas.
- c) All adjacent uses which have direct access to climate controlled pedestrian linkages must be able to be securely closed from the linkage.

## APPENDIX 4: URBAN DESIGN GLOSSARY

**Above Grade Parking:** Vehicle parking that is above ground level, usually in a structured facility.

**Active Uses:** Land uses that result in frequent and varied forms of pedestrian activity along a building frontage, such as lingering along storefronts, entering and exiting buildings, and delivering or receiving small packages.

**Adaptability:** The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.

**Affordable Housing:** Housing which costs less than 30% of household income (CMHC definition), or, home ownership for low-income families where less than 30% of household income is spent on housing.

**Amenity:** Aesthetic or other features of a development that increase its marketability or usability to the public.

**Articulation:** Detailing of building mass, location or orientation of fenestration, and design of building elements. The “base” articulation is generally within the first three storeys of a building, a base should be clearly defined and positively contribute to the quality of the pedestrian environment through animation, transparency, articulation, and material quality. The “middle” articulation is the body of the building above the base, this should contribute to the physical and visual quality of the overall streetscape. The “top” articulation generally includes the entire top portion(s) of a building involving the roof and one floor below.

**Atrium:** A fully enclosed or semi-enclosed rectangular court surrounded by a single building or between buildings that is open air.

**Back Lot Parking:** Parking that is contained behind buildings, in the middle of a block, linked yet hidden from the pedestrian’s experience of a street.

**Bay:** A part of a building marked off by vertical elements, such as columns or pilasters.

**Below Grade Parking:** Vehicular parking that is below ground level.

**Bike Box:** Delineated areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized higher as road users.

**Bollards:** Vertical columns used to physically block or visually guide vehicular traffic in an area.

**Build-to Line:** Build-to Line denotes a specific distance from the property line to which the street wall of all new buildings must be constructed. The build-to line is measured at grade.

**Build-to Range:** Build-to Range denotes a specific distance range from the property line to which the street wall of all new buildings must be constructed.

**Building Typology:** The general shape, mass, and articulation of a building, categorized by type.

**Built Form:** The shape of developments including buildings, and other structures, not only individually, but as a collective. How buildings relate in terms of height, scale, and character determines the extent to which they will define the public realm.

**Civic Heart:** An open space that has a concentration of civic uses and destinations.

**Community Amenities:** A built form or public realm feature, element, or structure, that provides a desirable or favourable service or benefit to the local community, and at no cost to the community.

**Compatibility:** The size, form, and character of a building element relative to other elements around it. This may be determined by the size and proportion of windows in a building façade are usually related to one another, the spaces between them, and the scale of surrounding buildings.

**Conservation Plan:** A management plan to promote the conservation of heritage resources through the establishment of incentives and protective measures to preserve, protect, enhance, and improve existing heritage resources as well as educate and advocate for heritage conservation.

**Convertible Frontage:** Residential street level units designed so that they can be converted for retail uses, and should be designed to the standards of retail uses (i.e. building code requirements), but be authorized to have non-retail uses within them.

**Corner Treatment:** A unique built feature on a corner building that acknowledges its prominence on the street in terms of views and architectural presence. Can be achieved by adding to building articulation with elements such as a turret, or by subtracting from the building volume resulting in conditions such as recessed entrances.

**CPTED:** CPTED is Crime Prevention Through Environmental Design. It is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals, and everyday users of space. CPTED provides universal design principles relating to the improvement in natural surveillance, natural access control, territorial reinforcement (i.e. fencing), and maintenance.

**Datum Lines:** The horizontal or base line, from which the heights of points are measured.

**Density:** The floorspace of a building, or buildings, in relation to a given area of land.

**Enclosure:** The use of buildings to create a sense of defined space.

**Fine Grain:** The pattern of the arrangement and size of buildings and uses and their plots in an area, usually along a street. Fine urban grain refers to a pattern of street blocks and building sites that

is small and frequent, thereby creating a dynamic and animated urban environment for the pedestrian.

**Floor Area Ratio:** The ratio of the floor area of a building divided by the total area of the property (lot size). The ratio gives a general sense of the mass, or size, of a building.

**Gateway Treatment:** A design feature intended to signify entrance to a distinct area, usually a place where a new character or sense of identity should be recognized. Achieved through details of the built form, or through landscaping and signage.

**Gateways:** Locations where a significant number of people enter and exit Downtown. They occur at a variety of scales, including to Downtown as a whole, to precincts, or to specific streets or open spaces.

**Grand Avenues:** Gateways into the Downtown defined by their generous public realm treatments and mid-rise buildings. Buildings along these should be a little ‘grander’ than most, in the sense that they will have careful attention to the building quality and articulation.

**Green Roof:** A building feature located on the roof of buildings designed to capture rain, sequester carbon locally, provide micro-habitats for urban wildlife, and reduce urban heat. Secondary benefits include a reduction in building heat consumption and an added visual amenity. This feature typically involves covering the roof with fast-rooting vegetation such as grasses and mosses. The green roof is designed to be self-sustaining, with a waterproof membrane at the base of the roof, overlain with a rooting membrane for the vegetation.

**Heritage Conservation:** Refers to saving significant buildings (retaining parts or places that are valued for their heritage contribution), and to enhancing the meaning and quality of life in a specific place by maintaining its uniqueness, and supporting the cultural and economic vitality that accompanies areas with strong conservation.

**Heritage Impact Assessment:** A process to integrate the objectives of a heritage management plan into the planning process. The assessment is aimed at identifying the potential impacts to heritage resources of development proposals and plans, and recommending solutions to mitigate any negative impacts.

**Human Scale:** The impression of a building when seen in relation to its surroundings by a pedestrian, or the size and proportion of parts of a building or its details, that relates in a positive way to the visual and physical experience of a pedestrian.

**Infill Development:** The development of vacant parcels in urbanized or suburbanized areas, typically bringing the density of the area closer to that allowed by the existing zoning regulations.

**Landmark:** A building or structure that stands out from its background by virtue of height, size or some other aspect of design.



**Landmark Frontages:** Locations which are prominent because of their context, such as adjacency to a public open space or important street, or because of their content, such as heritage resources or public art. These are closely related to gateways.

**LEED Certification:** Leadership in Energy and Environmental Design. A system of measurement which rates new buildings (or their plans) on their level of energy use and environmental consideration. It is meant to encourage new developments to become more energy efficient and environmentally sensitive.

**Massing:** The combined effect of the height, bulk, and silhouette of a building or group of buildings.

**Mid-Block Connections:** Linkages between two streets in the middle of larger blocks. They should be designed to have uses other than as mid-block pedestrian links (i.e. laneway or library/gallery galleria).

**Mixed Use:** A mix of uses within a building, or a site, or within a particular area, possibly including employment, residential, commercial, live/work, or retail.

**Mixed Use Row House:** Units attached at sides, generally a single ownership for each unit. Can have ground level commercial uses or in some cases can be purely residential.

**Modal Split:** How the total number of journeys in an area or to a destination is split between different means of transport, such as train, bus, car, walking and cycling.

**Multiplex:** Multiple residential units within a house form building.

**Pedestrian Orientation:** The characteristics of an area where the location and access to buildings, types of uses permitted on the street level, and storefront design are based on the needs of persons on foot.

**Placemaking:** The art, and science, of making successful public places with significant local meaning. It involves the design of public space as well as the proper programming of public space. It is also considered a process whereby communities can generate a sense of ownership and belonging to a place.

**Pocket Park:** Small outdoor areas intended to provide intimate, yet high quality open spaces for an immediate neighborhood or catchment area. Generally are no larger than 1,000 square metres.

**Podium:** The lower portion of a building that defines the street edge or public realm, typically between 3-6 storeys in height. The podium refers to the overall massing of this portion of the building, and can be considered as the base of a building.

**Point Tower High Rise:** High rise buildings with a slender profile tower and small floor plates, typically less than 700m<sup>2</sup>. Often placed in areas adjacent to other tall buildings, for context and transition.

**Primary Street:** Active for all modes of transport, but have less vehicular traffic than do avenues, so they are the most balanced streets downtown. Used to move people within the downtown.

**Public Realm:** Places and spaces that are shared by the public, for use by the public, and are typically in public ownership. This includes all public open spaces, and streetscapes. It is also the most prominent and visible aspects of the urban environment that determines the character and the quality of the urban experience.

**Public/Private Interface:** The point at which public areas and buildings meet private ones.

**Rhythm:** The recurrence at regular intervals of design elements that help structure their visual character and definition. For example, a vertical line dividing buildings every 6 to 12 metres, will create a rhythm for the street that supports a pedestrian scale and intimate character.

**Right-of-Way (ROW):** A strip of land, including the space above and below the surface, that is platted, dedicated, condemned, established by prescription or otherwise legally established for the use of pedestrians, vehicles, or utilities.

**Secondary Street:** Streets used to access destinations within Downtown, rather than to access Downtown itself.

**Setback:** The minimum distance from the property line at which a building must be built.

**Slab High Rise:** Lower tower with big floor plates, typically more than 700m<sup>2</sup>. Require careful location and design due to their longer building mass.

**Stacked Row House:** One or more residential units stacked above one or more residential units.

**Step Back:** A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge. Usually articulated at the top of the podium or street wall.

**Storefront:** The face of a retail store, ground-level office, or service centre, that faces into the public realm. It usually includes an entryway into the building with windows that showcase products and services inside.

**Street Level Condition:** The way that a building is experienced at street level. Active uses (e.g. retail, public spaces); with an open and public presence (i.e. windows and doors) provide engaging ground level conditions. Blank facades result in inactive street level conditions.

**Street Wall:** The Street Wall is the lower portion of a building or collection of buildings that defines the street edge or Public Realm, typically between 3-6 storeys in height. The Street Wall refers to the façade portion of the building.

**Street Wall Elements:** The components that, taken together, give a street wall its unique character, such as recessed entries or bay windows or signage treatments or canopies.

**Surface Parking:** Parking which is at ground level and off the street (on a parcel of land).

**Third-Party Signage:** A sign that promotes a business, product, or service that is not located on or available for purchase at that site.

**Traffic Calming:** The reduction of traffic volume within an area and/or the reduction of traffic speed. This usually involves various road design strategies that physically restricts traffic into an area, and/or causes a driver to reduce speed and pay attention to pedestrian activity. Design strategies also communicate pedestrian priority with clear markings and signals on the road to both pedestrians and drivers.

**Transition:** Occurs between buildings to help create continuity and cohesiveness in a streetscape, with buildings that are beside each other, across the street from each other, or are otherwise part of a building grouping which has design elements that reference one another. Can be articulated through a wide range of design elements (i.e. overall building height, massing, setback, materials etc.)

**Transparency:** The degree of visibility through a building façade.

**Tower:** Upper portion of a building that is high in proportion to the width and length of the base.

**Urban Structure:** The shape of Downtown as a whole, including its overall height and density, street wall heights, setbacks/build-to lines, and distinct functional and character areas. It builds on existing and historic development characteristics, and considers linkages and interfaces with the surrounding context.

**View Corridor:** View Corridors are long, straight streets in the Downtown and the surrounding neighbourhoods where Views terminate.

**View Terminus:** The end point of a view corridor. Often accentuated through design elements – public art, adding/subtracting from the building mass, or landscaping.

**Walkable:** A condition of a system of routes which are barrier free, interesting, safe, well-lit, comfortable and inviting to pedestrian travel.

**Wayfinding:** Tools which orient users of an area to ensure the ability to navigate through an area. Tools include signs, graphic communications, spatial markets, streetscape elements, building design, and the street network.



## **OFFICIAL COMMUNITY PLAN**

### **PART B.9**

## **Fleet Street Business Park Secondary Plan**

City of Regina





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**Regina OCP – Part B**  
**Part B.9 – Fleet Street Business Park Secondary Plan**

## **INTRODUCTION**

### **1.1. Background**

This secondary plan provides policy direction for the development of a new industrial park in the northeast sector of the city. Referred to as the “Fleet Street Business Park”, this industrial development will occupy lands legally described as Section 34; Portions of Section 27-Twp. 17-Rge. 19 (the “plan area”). The City of Regina’s Official Community Plan (OCP), approved by the Province in 2014, recognizes a portion of the plan area (SW portion) as suitable for near-term development, utilizing existing servicing capacity. Beyond this initial phase(s), off-site upgrades to water, wastewater and transportation infrastructure are required to facilitate development.

The Fleet Street Business Park is recognized as an important future employment area that will accommodate a significant portion of the city’s mixed (light to medium scale) industrial market demand. As an extension of the Ross Industrial Park, the Fleet Street Business Park lands form part of the core industrial area in the city’s northeast sector.

### **1.2. Site Context**

The plan area for the Fleet Street Business Park comprises approximately 325 hectares of land and is located in the northeast sector of the City, between Fleet Street and Prince of Wales Drive (west-east) and between Highway 46 and the main CPR corridor (north-south). Lands to the west of the plan area comprise the existing Ross Industrial Park, which is a mature employment area, and fully built out. The city landfill is located to the north of the plan area, and lands to the east consist of agricultural lands in the RM of Sherwood. Beyond the south boundary of the plan area, which is framed by the CN and CPR rail corridors, is the residential neighbourhood of Glencairn.

**Figure 1 – Fleet Street Business Park - City Context**

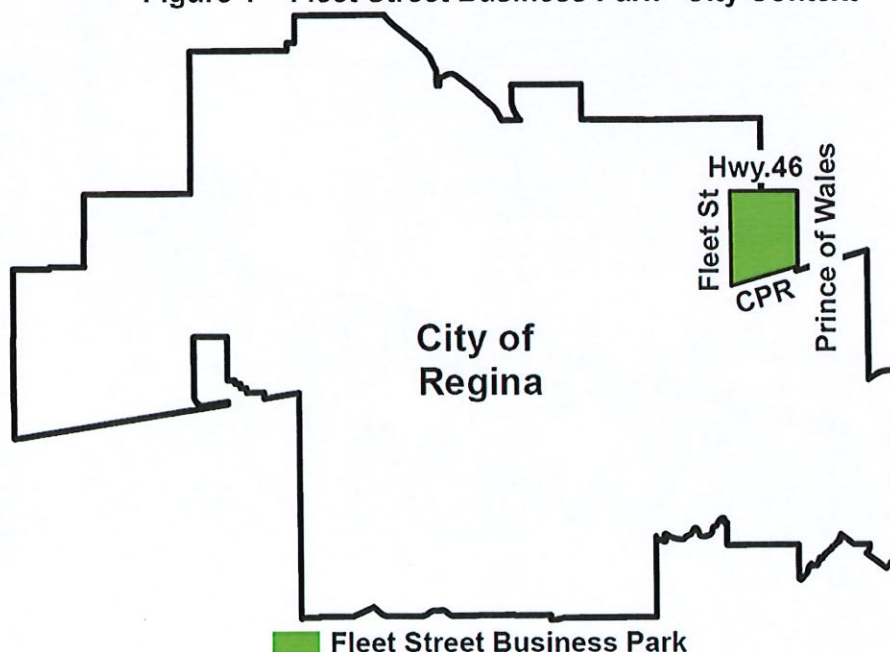
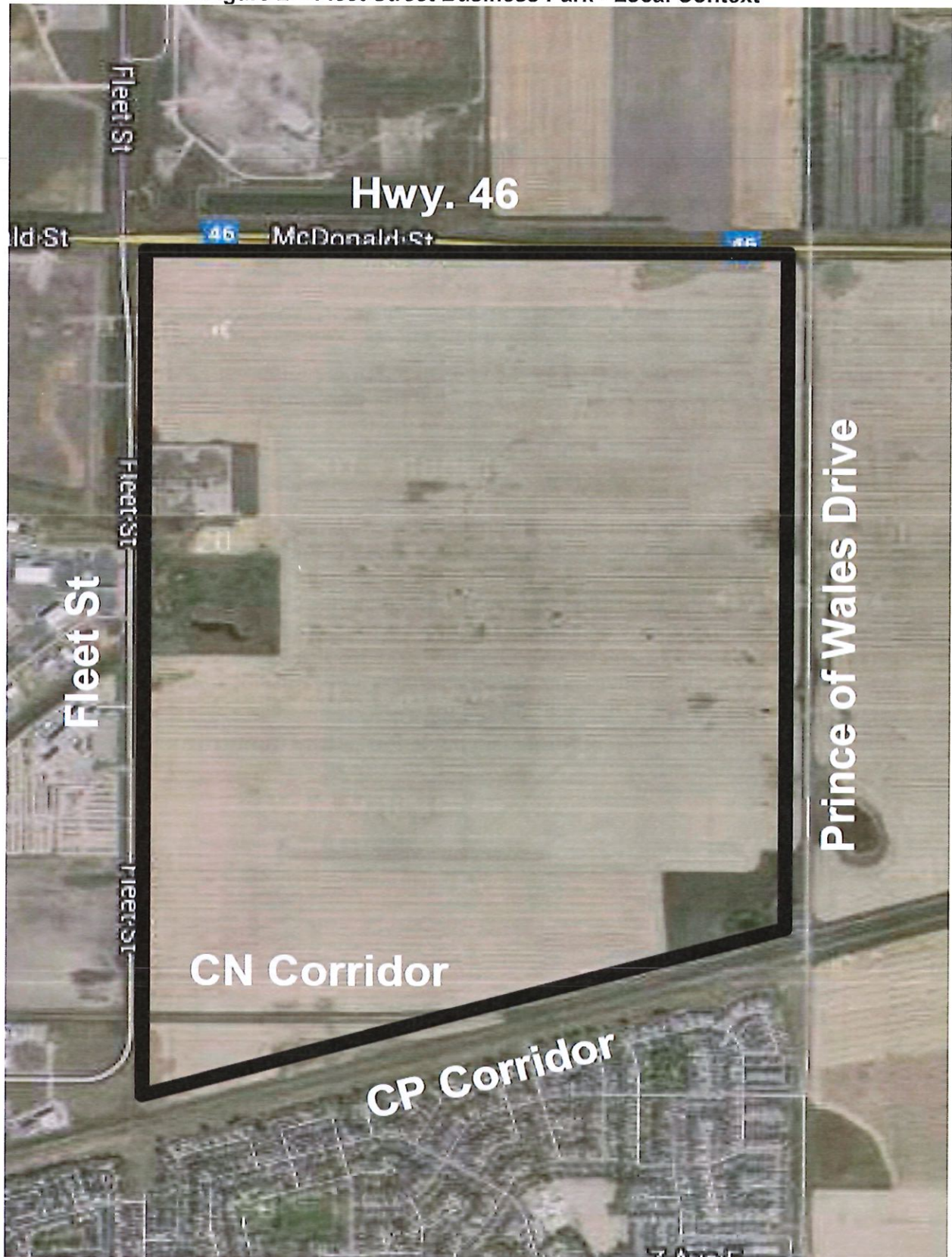




Figure 2 – Fleet Street Business Park - Local Context



### 1.3. Project Vision

It is intended that the Fleet Street Business Park will evolve into a contemporary, fully serviced, master-planned industrial park. The Fleet Street Business Park should include modern building design and infrastructure elements, including street lighting, transit facilities, pedestrian infrastructure and landscaping, and will offer a variety of lot sizes in a mixed-industrial context.

### 1.4. Objectives

- a) Enhance the economy and prosperity of the city and region by supporting opportunities for light and medium industrial development.
- b) Protect the natural environment by limiting development over the high sensitivity aquifer areas and by prohibiting heavy industrial development.
- c) Facilitate the development of a well planned and designed industrial park that includes ample landscaping; opportunities for transit and active transportation mobility; a commercial hub that provides opportunities for retail/ service amenities.
- d) Support a street and lot pattern that allows for a variety of lot sizes, which can change over time to cater to shifting market demand and user needs.
- e) Ensure compatibility between uses; mitigate offsite impacts that may potentially affect adjacent residential neighborhoods.
- f) Ensure appropriate integration with adjacent lands through transportation networks; drainage systems and utility infrastructure.
- g) Support a high level of transportation accessibility by staging improvements to the transportation network over time, as the plan area evolves.
- h) Stage development in a manner that supports the efficient and cost-effective provision and installation of infrastructure.

## 2. SITE DESCRIPTION

### 2.1. Topography

The topography of the plan area is relatively flat across the southern half; however, the land climbs to the northeast across the northern portion of the property. Total relief over the site is approximately 10 metres. Soils within the plan area are expected to be typical Regina clay; although, no broad-based soil investigations have been conducted as part of the secondary plan process. A benefit of these soil conditions is that there is a lower chance of seepage of any potential hazardous materials into underlying soil layers.

### 2.2. Natural Features

The plan area has been subject to agriculture production and has few natural features remaining. A drainage swale traverses the plan area from the northeast corner to a point on the west side. In terms of sub-surface hydrology, the plan area sits atop three aquifer sensitivity zones: low, medium, high. Generally, the north portion of the plan area is within a high sensitivity aquifer area; the mid portion of the plan area is within a medium sensitivity aquifer area; the south portion is in a low sensitivity aquifer area.



Respect for the high sensitivity aquifer area, affecting the north portion of the plan area, will be a significant consideration. The City's standards relating to the installation and construction of infrastructure, pilings and foundations must be adhered to. Furthermore, grading plans shall be submitted demonstrating how the soil removal in the high sensitivity areas can be minimized. Measures to avoid contamination in the high sensitivity aquifer area may be required, including the treatment of stormwater runoff; the containment and monitoring of storage tanks, etc.

### 2.3. Built Features

There are numerous built features present which act as possible constraints to development within the plan area. More specifically, the subject lands have several aboveground and underground physical features and infrastructure elements, including:

- SaskPower substation located immediately east of Fleet Street in the southwest portion of the northwest quarter of Section 34.
- Overhead electrical transmission lines running in a north-south direction along the east property line of Fleet Street throughout the length of the property.
- SaskPower overhead transmission line running in a northwest to southeast direction across the entire width of the property from Fleet Street to Prince of Wales Drive.
- Enbridge Pipeline and Wascana Energy rights-of-way running in a northwest to southeast direction adjacent to the SaskPower right-of-way from Fleet Street to Prince of Wales Drive.
- City of Regina underground utility easements running in a southwest to northeast direction from Fleet Street to Highway 46.
- City of Regina utility easement extending in a southwest to northeast direction across the site, providing services for the Provincial Correctional Centre.
- A parcel adjacent to Fleet Street in the northwest corner of the southwest quarter of Section 34, previously containing a golf driving range and pitch and putt facility.
- A few small parcels of land in the extreme southeast corner of the plan area.
- A natural drainage swale running in a northeast to southwest direction from the extreme northeast corner of the property toward Fleet Street and draining into an existing City of Regina drainage channel.
- A CPR and CN rail corridor that traverses the south boundary of the plan area, resulting in one isolated parcel.

### **3. DEVELOPMENT PLAN**

#### **3.1. Land-Use Plan**

##### **3.1.1. Overview**

The Fleet Street Business Park will include, primarily, a mix of industrial land-uses; however, heavy industrial development will not be permitted. An appropriate range of industrial land-uses includes prestige industrial, light industrial and medium industrial. The south portion of the plan area, abutting the CN rail corridor, may be suitable for a small-scale intermodal development, centering on the transfer of goods from rail to truck, if it can be demonstrated that off-site impacts affecting the Glencairn neighbourhood can be kept to a minimal and acceptable level. The plan area may also include a small-scale commercial node, located along Fleet Street, which provides basic amenities and services to employees, patrons and the travelling public.

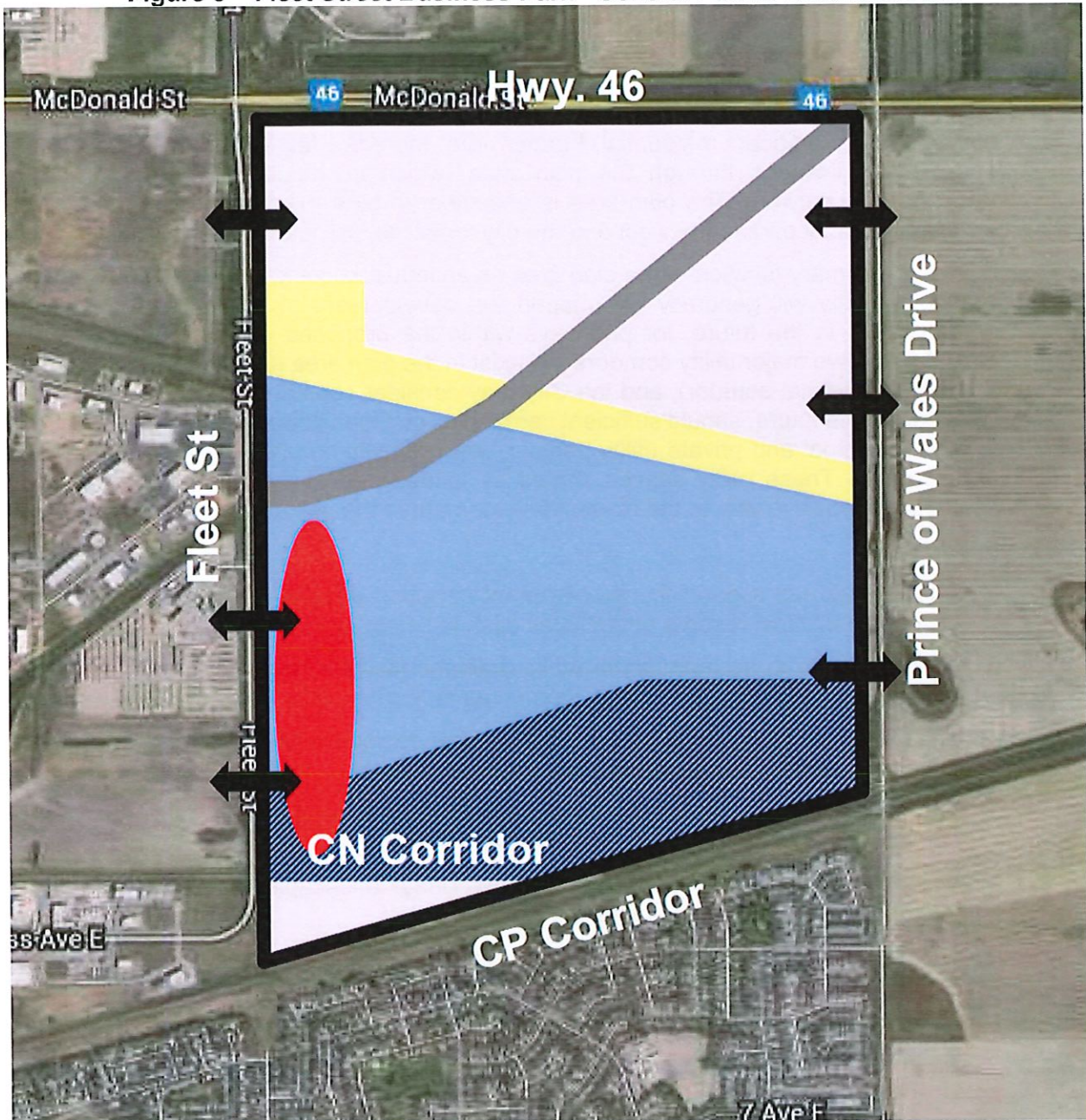
The plan area is generally well suited and positioned for a mix of industrial development; however, the north portion of the plan area does lie atop a high sensitivity aquifer area. The construction of development, infrastructure and site grading must take into consideration the highly sensitive aquifer conditions.






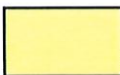
##### **3.1.2. Policies**

- a) The distribution and type of land-use within the plan area shall be in accordance with an approved concept plan.
- b) Concept plans shall be used to guide future land-use, zoning and subdivision, and shall be in general accordance with the conceptual distribution of land-use illustrated through Figure 3 (General Future Land-Use Plan) of this plan.
- c) The medium industrial district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate development that generally corresponds to the City's medium industrial (IB) zone; however, the following types of land-use shall not be permitted: the warehousing or processing of hazardous materials or wastes; salvaging or recycling facilities (excepting enclosed).
- d) The rail service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate intermodal, distribution and logistics-oriented development associated with the rail corridor; however:
  - i. Should rail service development not be undertaken, the City may allow light or medium industrial or public works or utilities in this area without an amendment to this Plan being required;
  - ii. The City, through the Zoning Bylaw, may establish regulations that control off-site nuisance issues, such as lighting, hours of operation, land-use, operations;
  - iii. Development or land-use associated with the servicing or maintenance of rail cars shall be prohibited.
- e) The commercial service district, as shown conceptually on Figure 3 (General Future Land-Use Plan) of this plan, is intended to accommodate commercial retail and services that benefit employees and patrons of the industrial park, as well as the travelling public, with the following provisions:
  - i. Large-format retail will be prohibited;
  - ii. Hotels/ motels will be limited to two (total) hotels or motels only, which do not exceed three stories in height.

- f) Concept plans prepared for the north half of Section 34 shall include grading plans, which identify the relevant topographical features and demonstrate how grading can occur while minimizing the removal of topsoil over the high sensitivity aquifer area.
- g) As a prerequisite for rezoning and development approval, affecting the fragmented parcel located between the CPR and CN rail corridors, a strategy, satisfactory to the City, must be provided relating to site access, which takes into consideration a potential realignment of Fleet Street, as well as utility servicing.

Figure 3 – Fleet Street Business Park - General Future Land-Use Plan



Light Industrial		Commercial Service	
Medium Industrial		Drainage Channel	
Rail Service		Utility Corridor	



### 3.2. Open Space Plan

#### 3.2.1. Overview

The potential for public parks and recreation elements is limited due to the location of the plan area, as well as major transportation corridors (i.e., rail corridors), which sever the plan area from adjacent residential. Furthermore, there are few opportunities to provide open space linkages through the plan area, which contribute to a broader active transportation network. The plan area is encumbered by a rail corridor to the south, an existing industrial park to the west and the city landfill to the north.

Due to the primary function of the plan area as an industrial park, and due to connectivity issues, the City will generally not support the development of public parks. However, opportunities, in the future, for pathways within the proposed utility corridors may be considered. Two major utility corridors will exist in the plan area (SaskPower corridor and a drainage channel corridor), and the City may consider constructing pathways in these locations, in the future, should sufficient demand exist. Open space will generally be in the form of municipal and private utility parcels, which accommodate land for drainage and utility routing. These utility spaces should be landscaped and should contribute in an aesthetically positive way to the overall development of the plan area.

#### 3.2.2. Policies

- a) The City will not support the development of public parks in the plan area and shall claim all municipal reserve potential as cash in lieu of land.
- b) Land intended to accommodate public drainage facilities (e.g., detention ponds and conveyance channels) should be claimed as municipal utility parcels.
- c) The City shall not accept environmental reserve dedication within the plan area due to the absence of natural features.
- d) The City may consider, in the future, construction of public pathways within utility corridors, should sufficient demand exist and a maintenance strategy be identified.
- e) Municipal utility parcels should include appropriate landscaping and contribute to the overall development in an aesthetically positive way.
- f) The construction of gateway landscaping and signage adjacent to prominent entranceways, and tree planting along all public streets, is encouraged.
- g) Landscaping, in the form of tree and shrub plantings, shall be established along the entire southern and northern periphery of the plan area in order to provide screening between the proposed industrial development and adjacent existing developments.
- h) The City shall not accept ownership or maintenance responsibility for corridors that are principally used to accommodate utilities not owned by the City.

### 3.3. Transportation Plan

#### 3.3.1. Overview

The plan area is framed by important transportation corridors on all sides; however, there are limitations. Fleet Street, which abuts the west side of the plan area, has limitations due to traffic issues (congestion) associated with Ring Road intersections. Furthermore, Fleet Street is severed by the CPR corridor, which further limits access to the plan area. Prince of Wales Drive provides access along the east periphery of the plan area but will eventually require widening and upgrades. McDonald Street, which transitions to Highway 46, along the north edge of the plan area, also has limitations due to traffic issues (congestion) associated with the McDonald Street-Ring Road intersection. Development, beyond Phase I, will require a strategy for improving the transportation network and providing improved access to the plan area.

Within the plan area, the street network will include one main east-west arterial (Redbear Avenue) connecting Fleet Street with Prince of Wales Drive within the south portion, and a system of local and collector roads. Pedestrian infrastructure will be provided along collector roadways and along the east-west arterial. Sidewalks are especially important along transit corridors and along the east-west arterial, which can serve as an active transportation, multi-modal corridor. Transit service will be phased into the development over time, ultimately evolving into a safe and convenient network system.

The exact location and configuration of local streets, transit routing, etc, shall be identified through the concept plan process. Furthermore, through future concept plans, or concept plan amendments, traffic modeling shall be included that demonstrates impacts on city-wide systems and traffic impact assessments shall provide a strategy for undertaking necessary upgrades to the transportation network. Potential capital improvements are outlined in Appendix B (Section 5.2).

#### 3.3.2. Policies

- a) The location and type of roads and transit service within the plan area shall be in accordance with the approved concept plan.
- b) Concept plans shall be used to guide the development of transportation infrastructure within the plan area, and shall identify the location of local, collector and arterial streets; transit routes and stops; and, where applicable, pedestrian and cycling infrastructure; road widening areas; signalized intersections, etc.
- c) The concept plan prepared for Phase I of the development shall identify an initial development stage of this phase (Phase IA), which does not include more than 20 hectares of net developable land. The City may prohibit further rezoning and development beyond Phase IA if it is determined that the additional development will require major upgrades to the city's transportation infrastructure.
- d) As a prerequisite for rezoning and development approval, for each stage of Phase I, and for additional phases beyond Phase I, a traffic impact assessment may be required that demonstrates, to the City's satisfaction: the performance of the proposed internal street network; impacts on city-wide transportation networks; required upgrades (both on-site and off-site) resulting from increased traffic.
- e) Traffic impact assessments may be required to include a strategy acceptable to the City of Regina for upgrading Fleet Street, Prince of Wales Drive, Ross Avenue and Ring Road (e.g., rail corridor crossings; widening; signalling; surface upgrades, etc.).

- f) A primary east-west arterial (Redbear Avenue), which connects Fleet Street with Prince of Wales Drive, shall be constructed through the south portion of the plan area in accordance with the following requirements:
  - i. The City will require the extension of Redbear Avenue to Prince of Wales Drive as part of the Phase I development; however, the development of Phase 1A to facilitate Municipal Utility requirements, as shown on an approved concept plan, may, at the City's discretion, be exempted from this requirement;
  - ii. The ultimate design of the arterial will include: four travel lanes plus turn lanes; a landscaped median with trees; multi-use pathway with landscaped boulevard (one side); sidewalk (one side);
  - iii. Construction and funding responsibilities shall be determined through subdivision (servicing agreement) process.
- g) Direct access to Highway 46, from the plan area, will be prohibited; access to Fleet Street and Prince of Wales Drive will be limited.
- h) All collector roadways should include sidewalks on at least one side; on transit routes, sidewalk location shall correspond with transit direction and stop locations.
- h) Transportation upgrades may be in accordance with the capital improvement plan outlined in Appendix B (Section 5.2) of this plan; however, the City shall determine exact infrastructure requirements through the subdivision and development process.
- i) Beyond Phase I, the City may consider an alternate transit service for the northeast industrial area, including the possibility of feeder routes.
- j) A main transit hub shall be established as part of the commercial hub, as part of Phase I, which includes a waiting pad, shelter, bench, landscaping.

### **3.4. Water Servicing Plan**

#### **3.4.1 Overview**

The primary connection point for water servicing will be the 860 mm diameter feeder main near the intersection of Fleet Street and Ross Avenue. Other sections of smaller diameter line are also available within Fleet Street further to the north (in the vicinity of Emmett Hall Road) and connections will be made to complete looping of the system.

Previous studies have determined that the plan area will form part of a new pressure zone. The "Pre-design Report Pressure Zone Study" prepared by AECOM for the City in December 2009 suggested options for additional reservoir and pumping capacity in the northeast sector. One of these options indicated a site along the east side of Fleet Street, north of the SaskPower substation. An alternate location was near the intersection of Prince of Wales Drive and Highway 46.

It is recognized that Phase 1 of the Fleet Street Business Park should not trigger the need to implement an additional pressure zone. However, any further development beyond Phase I will require a re-evaluation of an additional pressure zone. In the interim, it is conceivable that some of the initial users may require individual booster pumps (privately owned and operated) until the new pressure zone is implemented.

### 3.4.2 Policies

- a) Concept Plan(s) shall identify the configuration and location of water servicing networks within the plan area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) The City should monitor how the build-out of Phase I affects the water pressure and level of service of affected properties outside of the plan area.
- c) The City encourages developers to utilize water conservation measures, such as on-site water re-use, low consumption technologies, drought tolerant landscaping, etc.
- d) As a prerequisite for development beyond Phase I, the additional NE sector pressure zone should be implemented and activated, or an analysis must be submitted demonstrating that an appropriate city-wide level of service can be maintained without the need for activation of an additional pressure zone.
- e) As a prerequisite for subsequent phases of development (beyond Phase I), the developer will be expected to demonstrate, through the concept plan process:
  - i. How, based on revised water modelling and analysis, water service can be delivered while ensuring adequate pressure and fire flows;
  - ii. How the proposed development will affect the existing city-wide distribution system under a "peak hour demand" condition;
  - iii. What impacts additional development will have on city-wide systems, as well as a capital improvement strategy satisfactory to the City.

## 3.5. Wastewater Servicing Plan

### 3.5.1. Overview

The outlet for sanitary sewer is a 300 mm diameter main in Emmett Hall Road, approximately one block west of Fleet Street. The northern third of the plan area will drain by gravity to the west and south along the Fleet Street right-of-way, while the southern and eastern two-thirds of the plan area will drain by gravity to a point near Fleet Street and the storm channel, and then carried by a lift station to the receiving line in Emmett Hall Road. The Emmett Hall Road line connects with the North Channel Sub-Trunk, which then connects to the McCarthy Trunk. Effluent is carried to the McCarthy Boulevard Pumping Station and then pumped to the wastewater treatment plant.

The *Northeast Serviceability Study* (AECOM 2012) indicates that the receiving network does not have the capacity to handle peak sanitary flows that will be generated in the plan area. Notably, the intervening segment between the McCarthy Trunk and the plan area (i.e., the North Channel Sub-Trunk and Emmett Hall Road extension), have capacity limitations. The *Northeast Serviceability Study* identified four options for providing wastewater services and to offset capacity limitations. These options include parallel upgrades, in-line storage, or a combination of both.

The City recognizes that Phase I of the plan area can be readily serviced with some in-line pipe storage and a new lift station. In-line pipe storage will be managed through a new oversized pipe (approximately 360 m of 3000 mm diameter pipe) located within the Fleet Street right-of-way. Details of this storage facility will be determined during the design process. The lift station will be designed initially to accommodate Phase I but will have the capability to expand when additional phases of the plan area are approved.



Within the plan area, there is an existing 150 mm (6") forcemain that serves the Regina Provincial Correctional Centre, which is located north of the intersection of Highway 46 and Prince of Wales Drive. The forcemain discharges into an existing 200 mm (8") wastewater sewer on Fleet Street, approximately 90 m south of Emmett Hall Road. It is assumed that the existing forcemain, through the plan area, will be decommissioned and that the Correction Centre will be connected to new infrastructure within the plan area.

### 3.5.2. Policies

- a) Concept Plan(s) shall identify the configuration and location of wastewater servicing networks within the plans area; impacts on the city-wide systems; strategies for undertaking the necessary upgrades to ensure an appropriate level of service.
- b) In order to manage peak flows and downstream capacity limitations, the City may consider mitigation measures such as in-line storage through oversized pipes.
- c) Infrastructure developed for Phase I shall be designed to accommodate subsequent phases of development.
- b) The developer will be expected to undertake measures to reduce or eliminate inflow and infiltration.
- c) As a prerequisite for subdivision and servicing agreement approval, the developer will be required to demonstrate:
  - i. That the capacity, design flows and storage requirements associated with the proposed wastewater infrastructure meets the City's requirements;
  - ii. The specific available downstream capacity and downstream improvements that may be required to accommodate the proposed development.

## 3.6. Stormwater Plan

### 3.6.1. Overview

The lands in the northeast sector of the city drain southwest, into the North Storm Channel, which then flows through the city before discharging into Wascana Creek, west of Courtney Street. Due to capacity constraints in the North Storm Channel, and additional run-off that will be generated by industrial development, a considerable volume of storage is required within the plan area to attenuate the stormwater runoff from the plan area and agricultural lands further east. Capacity issues with the North Storm Channel are highlighted by flooding events during heavy rainfall events, which occur at the location where the channel intersects Fleet Street.

In order to control runoff, the *NE Serviceability Study* (AECOM 2012) recommends that, within the plan area, the North Storm Channel be extended (following the location of an existing swale); an "agricultural bypass ditch" be constructed along the south portion; a specified amount of detention be accommodated via detention ponds. It is recognized that the proposed channel and ditch will accommodate drainage from lands beyond the plan area as well, and the exit-flows from these systems must be controlled in order to address the capacity issues associated with the North Storm Channel. Importantly, flows from the North Storm Channel, within the plan area, must be limited to a designed development release rate to 3.0 L/s/ha by limiting culvert capacity (e.g., replacing the existing twin 1350 mm culverts with twin 500 mm culverts).

It is recognized that the North Storm Channel extension must serve as both storage for accommodating agriculture flows and conveyance and must account for a fairly significant drop in grade. The City expects that any development will be predicated on a design solution for the North Storm Channel extension, which demonstrates an effective stormwater management strategy and a reasonably cost-effective plan for ongoing maintenance and operation. Ultimately, the drainage systems within the plan area should be in accordance with the recommendations of the NE Serviceability Study, unless the City provides an exemption.

### 3.6.2. Policies

- a) Through the subdivision planning and servicing agreement process, the developer shall demonstrate how the required amount of detention can be accommodated.
- b) Should there be a significant discrepancy between the detention solution identified through the subdivision planning and servicing agreement process and the approved concept plan, an amendment to the concept plan will be required as a prerequisite for development approval.
- c) Concept Plan(s) shall identify the configuration and location of stormwater servicing networks within the plan area and shall identify a strategy for managing stormwater runoff that is in conformity with the recommendations of the *Northeast Serviceability Study* (AECOM 2012) and any applicable City standards or guidelines.
- d) The capacity and location of stormwater detention and conveyance facilities shall generally be in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- e) Measures to control the flow of stormwater runoff into the North Storm Channel, west of Fleet Street, shall be undertaken in accordance with the recommendations of the *Northeast Serviceability Study* (AECOM 2012).
- f) Notwithstanding policies 3.6.2 c, d, e, the City may consider proposed solutions that differ from the recommendations of the *Northeast Serviceability Study* (AECOM 2012), should the proposed solutions be deemed acceptable to the City and substantiated through analysis.
- g) The City may require the developer to provide a tie-in connection, through the minor stormwater system, to accommodate the fragmented parcel located between the CPR and CN rail corridors, as part of Phase I.

## 4. IMPLEMENTATION PLAN

### 4.1. Phasing and Concept Plans

#### 4.1.1. Overview

The phasing plan recognizes issues and limitations with existing infrastructure capacity, and the need to defer future phases until the requisite infrastructure investments are undertaken. It is further recognized that a portion Phase I can be accommodated in the near-term using existing infrastructure; although, some improvements are required (e.g., lift station and some in-line storage for wastewater). Within the plan area for Phase 1, storm water management, extension of North Storm Channel and an “agriculture bypass ditch” along the south portion will be required. Development beyond Phase I will require: a strategy for undertaking the required infrastructure upgrades; an amendment to Part A of the Official Community Plan; an approved concept plan or concept plan amendment.

A concept plan, which provides a detailed solution for land-use and servicing, shall be approved as a prerequisite for rezoning and subsequent development. The City may accept either separate concept plans for each phase, or one concept plan that is subjected to ongoing amendments, as each additional phase is brought online. Although the concept plan shall address a spectrum of land-use and servicing issues, only the land-use plan and circulation plan shall be subject to approval. Concept plans may be adopted and amended by resolution, in accordance with Section 44 of the *Planning and Development Act, 2007*.

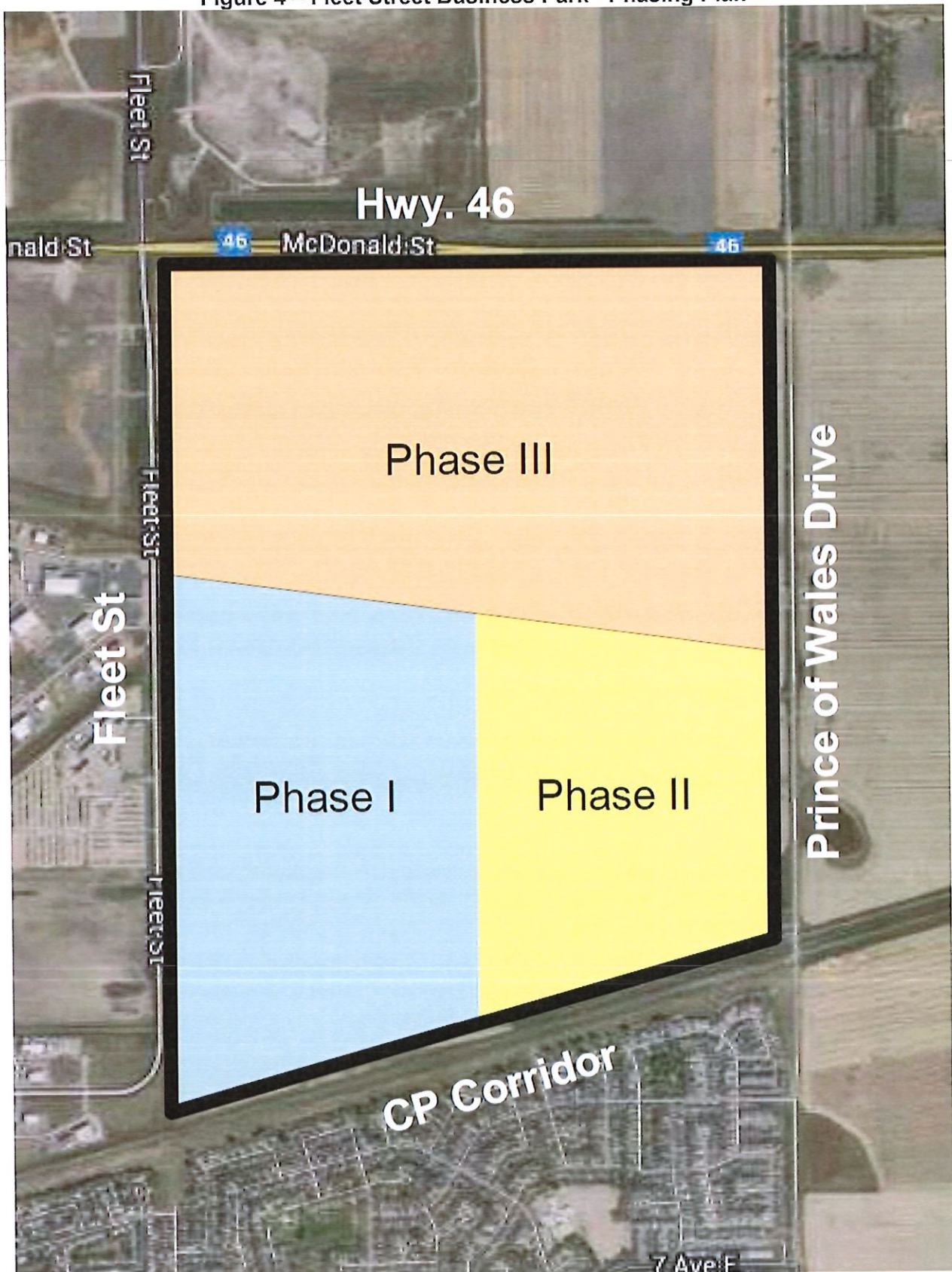
#### 4.1.2. Policy

- a) Phasing of development, beyond Phase I, shall generally occur in accordance with Figure 4 – Fleet Street Business Park – Phasing Plan; however, the City may accept an alternate phasing plan without an amendment to this plan being required.
- b) Notwithstanding any other policy of this Plan, the City shall not approve a concept plan to accommodate development beyond Phase I until:
  - i. A strategy for undertaking the required infrastructure upgrades is prepared;
  - ii. An amendment to the Official Community Plan, Part A, is undertaken, which provides the requisite policy support.
- c) As a prerequisite for rezoning and subsequent development, for each phase, a concept plan or concept plan amendment shall be prepared, which provides a detailed solution for land-use and servicing, including a capital improvement plan that outlines all required on-site and off-site infrastructure upgrades required to accommodate the particular development phase.
- d) The concept plan prepared for Phase I of the development shall identify an initial development stage (Phase IA) of this phase, which does not include more than 20 hectares of net developable land. As a prerequisite for development beyond Phase IA, the City may require a concept plan amendment to identify additional stages.
- e) Notwithstanding Policy 4.1.2(c), only the land-use plan and circulation plan associated with a concept plan shall be subject to approval; however, the City expects all pertinent servicing elements to be addressed as part of submission and background information.
- f) Notwithstanding any other policy in this plan, a concept plan shall not be required to accommodate the development of the fragmented parcel of land located between the CPR and CN rail corridors.

- g) The City may accept either separate concept plans for each phase, or one concept plan that accommodates all phases through the concept plan amendment process.
- h) Repealed [2021-73]



Figure 4 – Fleet Street Business Park - Phasing Plan



## 5. APPENDICES

### 5.1. Repealed [2021-73]

### 5.2. Appendix B - Capital Improvements (Transportation)

<b>Phase IA</b>	<ul style="list-style-type: none"><li>▪ Add exclusive eastbound right turn lane at Ross Avenue &amp; Southbound Ramp.</li><li>▪ Widen Fleet Street to four lanes between Ross Avenue and Mid E-W Connector;</li><li>▪ Optimize signal timing and lane adjustments at north and southbound ramps at Ross Avenue and Ring Road;</li><li>▪ Install traffic signals at:<ul style="list-style-type: none"><li>○ Fleet Street &amp; South E-W Connector;</li><li>○ Fleet Street &amp; Mid E-W Connector; and</li><li>○ Prince of Wales Drive &amp; South E-W Connector (when warranted);</li></ul></li><li>▪ Upgrade traffic signals at Fleet Street &amp; McDonald Street.</li><li>▪ Designate two southbound right turn lanes at Ross Avenue &amp; Northbound Ramp/Sioux Street.</li><li>▪ Construction of the east-west arterial to four lanes within Phase 1 plan area and to two lanes within Phase II plan area; however, Phase 2 right-of-way sufficient to accommodate full design cross section (4+ lanes with median and pedestrian infrastructure) will be dedicated as a condition of Phase 1 subdivision.</li><li>▪ Prince of Wales Drive shall be upgraded from Jenkins Drive to the E-W connector.</li></ul>
<b>Subsequent Phases</b>	<ul style="list-style-type: none"><li>▪ Construction of the east-west arterial to its ultimate design cross section;</li><li>▪ Widen Fleet Street to 4 lanes from Mid E-W Connector to McDonald Street;</li><li>▪ Install traffic signals at:<ul style="list-style-type: none"><li>○ Fleet Street &amp; Ross Avenue;</li><li>○ Fleet Street &amp; Turvey Road;</li><li>○ Fleet Street &amp; North E-W Connector;</li><li>○ McDonald Street &amp; Prince of Wales Drive; and</li><li>○ Prince of Wales Drive &amp; North E-W Connector;</li></ul></li><li>▪ Provide dual eastbound right turn lanes at Prince of Wales Drive &amp; South E-W Connector;</li><li>▪ Widen to two southbound through lanes on Prince of Wales Drive midway between Mid E-W Connector and South E-W Connector;</li></ul>

	<ul style="list-style-type: none"> <li>▪ Provide dual northbound left lanes at Prince of Wales Drive &amp; South E-W Connector;</li> <li>▪ Provide additional eastbound right lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li> <li>▪ Provide additional westbound left turn lane (totaling 2) at Ross Avenue &amp; Southbound Ramp;</li> <li>▪ Construct additional southbound right turn lane at Ross Avenue &amp; Northbound Ramp;</li> <li>▪ Widen Ross Avenue bridge to accommodate additional westbound left turn lane at Ross Avenue &amp; Southbound Ramp if feasible and as part of a planned bridge replacement;</li> <li>▪ Widen Ross Avenue to provide additional westbound through (totaling 3) and exclusive westbound right turn lane at Ross Avenue &amp; Northbound Ramp if feasible;</li> <li>▪ Extend Fleet Street across the CPR tracks to the south for non-truck traffic only.</li> </ul>
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## **OFFICIAL COMMUNITY PLAN**

### **PART B.10**

### **Former Diocese of Qu'Appelle**

### **Neighbourhood Plan**





## **Part B.10 - Former Diocese of Qu'Appelle Neighbourhood Plan**

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## 1) Background

The former Diocese of Qu'Appelle site was designated in 1980 as a Provincial Heritage Property and has played a significant role in Regina's and Saskatchewan's past. In 1912 and 1914, the Anglican Church of Canada purchased the property from the Province of Saskatchewan for education and missionary activities across southern Saskatchewan. Constructed between 1912 and 1926, the five buildings – St. Cuthbert's House, St. Chad's College, Anson House, Bishop's Court, and Harding House – were designed by the prominent architects Brown and Vallance, Story and Van Egmond, and Francis Portnall, and bear a close resemblance to the original buildings of the University of Saskatchewan in Saskatoon. The elaborate landscape plan for the grounds, patterned after the Union Jack flag, complemented the stately nature of the buildings and reflected the British heritage of the Anglican Church.

The centrally located site is situated on the southeast corner of Broad Street and College Avenue and is adjacent to the General Hospital Area and Centre Square neighbourhood, both of which contain numerous historically significant buildings that date from the early 1900s. The Diocese site is home to a few of the many heritage buildings that front onto College Avenue, including the former Normal School (Teachers College) constructed in 1913, the former Regina College dating from 1912, and several restored residences.

The 8.19-hectare site is surrounded by low to medium density residential uses to the north, a high school and seniors' residence to the east, Wascana Centre (containing park and institutional uses) to the west, and a mix of commercial, recreational and institutional uses to the south.

The portion of the site south of the existing heritage buildings is presently vacant, and infill development on this site offers the potential to create a new inner-city development that respects the value of the site's heritage buildings as well as the character of the site and the surrounding neighbourhood.

The site is a strategic location in terms of achieving the purposes of the *Design Regina Plan*, including:

- enhancement of the downtown area through increased residential population and compact urban form that can facilitate efficient use of infrastructure and transportation systems;
- ensuring the conservation, restoration and reuse of Regina's heritage resources;
- fostering cultural appreciation through the innovative reuse of heritage buildings and the preservation of historic streetscapes and other historic sites and structures;
- achieving a mix of housing types and densities;
- encouraging infill development to minimize the need for annexing additional land on the periphery of the city;
- encouraging the revitalization and redevelopment of inner-city residential neighbourhoods;
- promoting energy conscious land development practices and development of an energy efficient urban form;
- safeguarding the natural environment and improving the quality of the man-made environment;
- encouraging the review of the design of new development in relation to its development context, particularly in areas identified as having special design characteristics or constraints; and
- encouraging the adaptive reuse of heritage properties through zoning relaxations.

This neighbourhood plan will assist in ensuring that these purposes are achieved.

## 2) Goal

The overall goal of this secondary plan is to establish the optimum design and relationship of uses for the entire site, which includes:

- the conservation and reuse of the existing heritage buildings;
- the provision of complementary amenity areas and a pedestrian-oriented form that will integrate and enhance the site in its relationship with the surrounding community; and
- the development of an urban fabric that places priority on the pedestrian and reflects a degree of urbanity while respecting the open atmosphere of the site.

## 3) Land Use and Development Form

### Objectives

To ensure that development of the site complements, links, and forms part of surrounding residential neighbourhoods, the Broadway Avenue commercial precinct, and adjacent lands within Wascana Centre.

To assist with the retention of the heritage buildings by allowing for a wide range of adaptive reuse opportunities.

To ensure that a mix of uses and densities are developed to accommodate and promote pedestrian activity, and to serve as a place-making function.

### Policies

- a) Land Use Policy Areas include a Low-Density Residential Policy Area, Medium-Density Residential Policy Area, Mixed-Use Policy Area, Heritage Policy Area, and two High-Rise Residential Policy Areas. They are illustrated on Map 1.
- b) The required degree of flexibility and the need for site-specific considerations shall be achieved through the application of a Direct Control District (DCD) zoning designation to the site, and if required, Contract Zoning designations to smaller, individual sites that contain heritage buildings.
- c) While a variety of housing types shall be allowed in the Residential Policy Areas – including detached, semi-detached, townhouses, and apartment buildings – multi-unit residential development shall be the predominant land use since it is the highest and best use for this site. As such, individual parcels shall be configured to allow for a range of building forms and densities.
- d) The provision of rental accommodation, affordable housing and housing for seniors is encouraged.
- e) Buildings within the Mixed-Use Policy Area may contain a mix of residential, live/work and commercial uses. Commercial uses shall be small in scale and local in nature and confined to the ground floor of the mixed-use buildings. Uses such as restaurants and small-scale retail will provide services for residents on the site and in surrounding areas and serve as a place-making function. Except for the existing heritage buildings and home occupations, no other commercial development shall be allowed outside of this Policy Area.
- f) Vehicle-oriented commercial uses such as drive-in or drive-through businesses, fast food outlets, gas bars, service stations, and convenience stores are inappropriate for the site and shall be prohibited as part of the DCD zoning designation.
- g) Development at the intersection of Broad Street and College Avenue (the northwest corner of the site) is encouraged and shall be at a scale that is compatible with existing

development on the north side of the intersection and the nearby heritage buildings. Development should enhance the function of this intersection as an important gateway to the adjacent neighbourhoods and Downtown.

- h) Density on the site shall comply with the definitions for low-, medium- and high- density, as prescribed in Part A of this Bylaw. [#2024-56, s.12, 2024]
- i) Repealed [#2024-56, s.13, 2024]
- j) Building height and massing surrounding heritage buildings shall not overpower the existing heritage buildings and shall ensure they maintain their prominence. Increased heights and density shall be allowed in areas of the site that will not interfere with views to the heritage buildings but will benefit the overall density of the development.
- k) High-rise buildings (i.e. greater than 13 metres in height) shall be located within the site's interior, away from College Avenue and Broad Street, and in designated areas on Map 1.
- l) [#2024-56, s.13, 2024]
- m) A wide range of commercial, institutional, and residential adaptive options for the five heritage buildings will be accommodated through zoning, in order to assist in their reuse and restoration. Examples of possible uses are identified in Table 1, and are based on an appropriateness of occupancy of the buildings relative to their size and footprint, discussions with various stakeholder groups, and a review of tangible market material. Greater detail concerning the reuse of these buildings is provided in the October 2000 final report of the Former Diocese of Qu'Appelle Property Development Study conducted by Saunders Evans Architects.
- n) Notwithstanding Policy e), standalone commercial development shall be allowed in Low-Density Residential Policy Area at the discretion of Council.

**Table 1: Possible Reuse Options for the Heritage Buildings on the Former Diocese of Qu'Appelle Site**

Building	Reuse Options
St. Cuthbert's (Synod House)	continued use as offices of the Synod-Anglican Diocese of Qu'Appelle
St. Chad's College	inter-faith chapel, seniors' lodge/enriched living facility, banquet and reception facility, private school/academy
Anson House	small office, interpretive centre, centre for artists' guild (studio), thematic shop (books, antiques), museum, Montessori school, day care facility, detached dwelling
Bishop's Court	bed and breakfast, small corporate office, hospice, Ronald McDonald House, detached dwelling
Harding House	hostel, multi-unit residence, restaurant, health/fitness centre

## 4) Urban Design

### Objectives

- 1) To foster a sense of place that borrows strongly from the heritage buildings and the urban fabric of adjacent neighbourhoods.



- 2) To create a safe, walkable environment that elevates the enjoyment and status of pedestrians through the application of neo-traditional planning and design principles.
- 3) To significantly reduce vehicular dominance.
- 4) To ensure design incorporates important environmental considerations, including energy conservation.

### Policies

- a. Urban design codes as prepared by Jenkins and Associates Architecture & Town Planning Inc. shall be established as the development standards for the Direct Control District (DCD).
- b. Except for College Avenue, buildings shall be built up or close to the sidewalk in order to establish an urban character, enhance the pedestrian experience, improve streetscape aesthetics, and bring activities closer to the sidewalk. Standards vary between Policy Areas.
- c. Short frontage widths and regularly spaced entry points shall be provided in mixed-use and multi-unit residential buildings for increased surveillance and an active streetscape.
- d. All buildings and primary entrances shall be oriented toward adjacent streets to define the streetscape, reinforce pedestrian activity and promote a sense of continuity. Main entrances shall not be oriented to the interior of blocks or to parking lots.
- e. Attached garages with access from the street, and front yard parking, shall be prohibited unless it is impractical to provide rear access. In those situations where rear access is not practical, garage design shall aim to reduce the dominance of the garage on the streetscape. Map 1 illustrates how rear yard access may be accommodated.
- f. A distinct street enhancement style shall be developed to address the decorative treatment of features such as paving, sidewalks, landscaping, lighting, street furniture and tree grates, and shall be provided by the developer through a servicing agreement with the City of Regina.
- g. Designated spaces for public art shall be incorporated into the concept plan and considered in the design of buildings, streets and open spaces.
- h. The design of public spaces, parks, pathways, buildings and parking areas shall incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to ensure a safe and secure environment. In this respect, the building and site design should include solutions which encourage “eyes on the street” through placement of windows, porches, balconies, reduced setbacks and street level activities.
- i. In order to reduce fossil fuel consumption and greenhouse gas emissions, buildings shall be designed to optimize the effects of solar exposure and reduce overshadowing effects on surrounding buildings and public spaces.

## 5 )Heritage

### Objectives

- 1) to support the preservation of significant heritage buildings and landscaping without unduly restricting the area of new development.
- 2) to ensure that all new developments are sympathetic to heritage elements on the site.
- 3) to ensure that architectural styles and materials used in the construction of new building façades and roofs are complementary to the original buildings.
- 4) to ensure that new development enhances the quality of the streetscapes on College Avenue and Broad Street and is sympathetic to heritage architectural elements in adjacent neighbourhoods.

### Policies

- a. To ensure that new development on the site is complementary to heritage elements and adjacent neighbourhoods, an Architectural Control District (ACD) shall be established for the site. The ACD will ensure that development responds to the existing heritage buildings and defining character of the adjacent properties.
- b. The ACD shall be implemented through the use of architectural, material and color codes that will complement the design of the heritage buildings on the site as well as the defining character of the General Hospital and Centre Square neighbourhoods.
- c. The majority of new development shall occur outside of the Heritage Policy Area.
- d. Visual corridors and physical connections between and among the heritage buildings, in groupings and/or in sequence, should be maintained and reinforced. This involves the provision of generous parcels to contain each heritage building and in order to avoid view obstructions and crowding, and thereby maintain the integrity of its setting.
- e. Any new development along College Avenue frontage shall minimize negative impacts on significant landscape features.
- f. The architectural styles and materials used in the construction of new building façades and roofs that are to be complementary to the original buildings shall be listed in the ACD.

## 6) Landscaping and Open Space

### Objectives

- 1) To provide landscaped open areas that are conducive to pedestrian use, safety, and enjoyment, and that will provide focal points for vistas to significant heritage features on the site.
- 2) To ensure that planting in the general areas of the existing buildings and along College Avenue is preserved wherever possible, while allowing some flexibility for development to occur.
- 3) To provide for landscaped buffers and other areas of landscaping in keeping with the general ambience of the existing development on the site.
- 4) To encourage the incorporation of urban agriculture into the site design in order to reduce energy consumption, enhance quality of life, strengthen social networks, increase amenities and aesthetics, contribute to local food security, reflect the Core Neighbourhood Sustainability Action Plan process, and address public interest in urban agriculture given its former use on the site.

### Policies

- a. A landscape plan shall form part of the Concept Plan and will protect and maintain as much of the existing site landscaping as possible, particularly along the College Avenue frontage, while addressing the age and condition of individual plantings and the need to simplify and open up areas that have experienced overgrowth.
- b. The landscape plan shall retain any substantial planting areas, especially where they contribute to the overall heritage significance of the site, as may be determined by the Provincial Heritage Branch. To the extent possible, the integrity of the major grove plantings, located northeast and northwest of St. Chad's College, should be protected. Plantings on public property (e.g. street trees, hedges) shall be retained, but may also be replaced or enhanced where appropriate.

- c. Mature trees and their root systems shall be protected during construction through the use of appropriate techniques and processes, including barricades, fencing and on-site consultations.
- d. The area shown as “Public Open Space” on the Map 1 shall be dedicated as a Municipal Reserve.
- e. Crime Prevention Through Environmental Design (CPTED) principles shall be employed in the design of landscaped and open spaces.
- f. In general, landscaped areas that are conducive to pedestrian use and enjoyment should also provide focal points for vistas to heritage features. The tower block of the former St. Chad’s College building has been identified as an element of major significance in this regard.
- g. Parking areas shall generally be buffered by landscaping, while adhering to CPTED principles.
- h. Urban agriculture could be incorporated into new development as a means to reflect previous use of the site and related community values, and to help meet a number of environmental and social objectives. Urban agriculture may be developed in the following ways:
  - i. Provision of space and water access for community gardens and/or a allotment gardens, wherever it is most feasible;
  - j. Provision of edible landscaping, which includes the planting of fruit or nut-bearing trees/shrubbery into new required landscaping; and
  - k. Provision of raised beds for gardening along sidewalks.

## 7) Transportation and Circulation

### Objectives

- 1) to focus on the pedestrian rather than the vehicle as the primary user of the site.
- 2) to ensure parking is concealed, and roadways and vehicular access points are designed in a pedestrian-oriented manner.
- 3) to ensure suitable vehicular access to the site and internal site circulation, which will provide the greatest opportunity for marketing and sale of the site through subdivision as may be required.
- 4) to ensure safe, efficient, and enjoyable pedestrian access and circulation through the entirety of the site.

### Policies

- a. A cohesive pedestrian network shall be shown on the concept plan, which shall include the provision of pedestrian connectivity and circulation routes in both public and private spaces.
- b. Pedestrian movement shall be facilitated between College Avenue, Broad Street and the southeast corner of the site in order to allow for pedestrian access through the site from adjacent neighbourhoods. Pedestrian connections along College Avenue should invite pedestrians to get a closer look at the heritage buildings.
- c. Safe and direct pedestrian connections to bus stops and shelters shall be provided.
- d. All streetscapes shall be pedestrian-friendly and not dominated by vehicular access points.
- e. Public sidewalks shall be provided on both sides of all internal streets.
- f. Pedestrian connections shall be developed in accordance with Crime Prevention Through Environmental Design (CPTED) principles, which includes the overlooking of sidewalks and streets from adjacent buildings.

- g. A safe and attractive pedestrian connection shall be provided near the southeast corner to accommodate pedestrian movement to and from destinations further to the south, including the Broadway Avenue commercial precinct.
- h. The site layout shall maintain the opportunity for establishing a direct roadway connection between Broadway Avenue and the southeast corner of the site. This would require further study and would necessarily involve acquisition of a portion of the Balfour Collegiate property from the Public School Board.
- i. Street tree planting shall occur along both sides of all streets to soften the street environment and enhance the pedestrian experience.
- j. The site layout shall minimize the amount of paved surfaces, including streets, while maintaining efficient vehicular access and circulation.
- k. On-street parking should be provided on both sides of all internal collector streets and generally on one side of local streets to increase parking opportunities and to serve as a traffic-calming measure. Exceptions may occur to help preserve existing trees or for traffic safety reasons.
- l. All off-street parking shall be underground or enclosed, except for a minimal amount of parking stalls which shall be situated in rear yards or in the interior of lots, behind buildings and screened from the street. Parking standards shall be established as part of the DCD zoning for the site.
- m. As a general rule, vehicular access to properties shall be afforded via the rear or side yard.
- n. At-grade, indoor parking on the ground floor of buildings shall be prohibited unless it is concealed behind habitable spaces. All other parking for multi-unit residential developments shall be provided underground.
- o. Parking shall not be permitted in front yards.
- p. Total site planning with respect to on-site (shared) parking and traffic circulation is encouraged for parcels encompassing the Mixed-Use Policy Area on the west side of the property.
- q. Vehicular access and on-street parking shall be prohibited for 30 metres from the intersection at Broad Street and College Avenue, to ensure internal functions are safe for pedestrians and drivers.
- r. Traffic islands and centre medians should not be incorporated into the design of public streets.
- s. In order to create a more pedestrian-oriented environment, street widths shall be designed to no greater than minimum standards, which will be determined after the completion of a Site Impact Transportation Study.
- t.

## 8) Phasing

### Objectives

- 1) To ensure that site services and utilities are provided in accordance with the City of Regina's requirements.
- 2) To ensure development proceeds in a timely and logical manner and is complimentary to the reuse and restoration of the heritage buildings.

### Policies

- a. The reuse and restoration of existing buildings shall be concurrent with the development of new buildings.

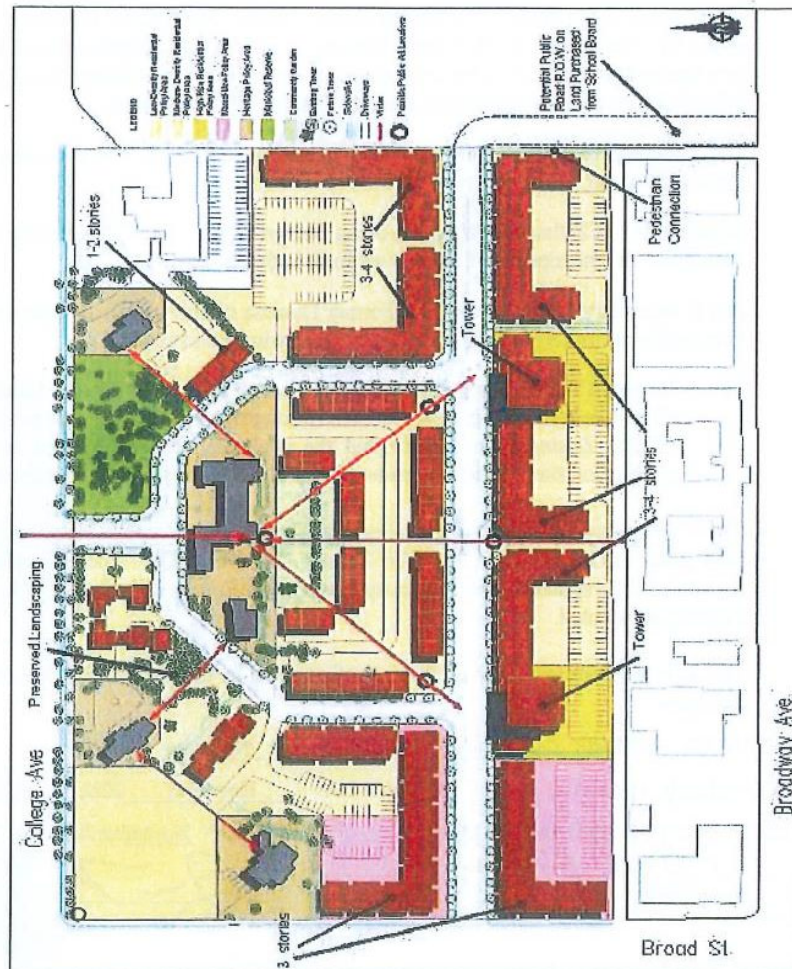


- b.** Phasing of services shall occur from west to east to help reduce front-end costs related to the sanitary sewer system and storm drainage. While there may be some flexibility in phasing approaches, the design of the entire system must occur at the beginning of the project.

## MAP 1: CONCEPT PLAN FOR THE FORMER DIOCESE OF QU'APPELLE PROPERTY

The overall site configuration and land use districts shown on this map are generally consistent with the concept plan proposed for this site by the owner. The detailed depiction of buildings, parking areas and driveways is for illustrative purposes to show an option for development which is in keeping with the policies in this Concept Plan. Variance from the buildings, parking and driveways as depicted in this map will be considered through the normal development review and approval process (i.e., concept plan, *Zoning Bylaw*, discretionary use approval, development permit), and will be approved where in keeping with policies of this Structure Plan.

**MAP 1: CONCEPT PLAN FOR THE FORMER DIOCESE OF QU'APPELLE PROPERTY**



Regina OCP – Part B

Part B.10 – Former Diocese of Qu'Appelle Neighbourhood Plan.  
Page 9 of 9



## **OFFICIAL COMMUNITY PLAN**

### **PART B.14 Westerra Neighbourhood Plan**





## Executive Summary

Westerra is located in the west area of the City of Regina on lands annexed from the Rural Municipality of Sherwood No. 159. The Plan Area is bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the Canadian Pacific Rail line to the south (See **Figure 1: Location and Context Plan**). The Neighbourhood Plan Area includes approximately +/- 199.84 hectares (+/- 493.79 acres) of land.

At full build out, the neighbourhood plan area will house approximately 7,500 residents in a complete community consisting of a range of housing, commercial and employment uses. Westerra shall be an area where residents daily needs can be met and where access to employment and retail land uses are supported by pedestrian, transit, cycling and road connections.

The Neighbourhood Plan (NP) implements policy identified within **Design Regina - The Official Community Plan Bylaw No. 2013-48 (Design Regina OCP)** and has been informed by the City's sustainability priorities. The NP has been developed through careful and ongoing consultation with the City, landowners, the general public, school boards, builders and other key stakeholders. The NP establishes the broad land use and servicing expectations for the plan area which will be used to direct the preparation of subsequent concept plans, land use and subdivision applications.



## Neighbourhood Plan

Prepared for:

Westerra Development Corp.

Harvard Developments Inc.

Forster Projects Inc.



Prepared by: Brown & Associates Planning Group



## Project Team:

Project Engineers  
WSP



Transportation Consultants  
MMM Group



Risk Assessment and Analysis  
Bercha Group Limited

Retail Impact Assessment  
MXD Development Strategists

Geotechnical Investigation &  
Environmental Site Assessment  
Ground Engineering

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# 1.0 Introduction

## 1.1 Background

The purpose of this Neighbourhood Plan (NP) is as follows:

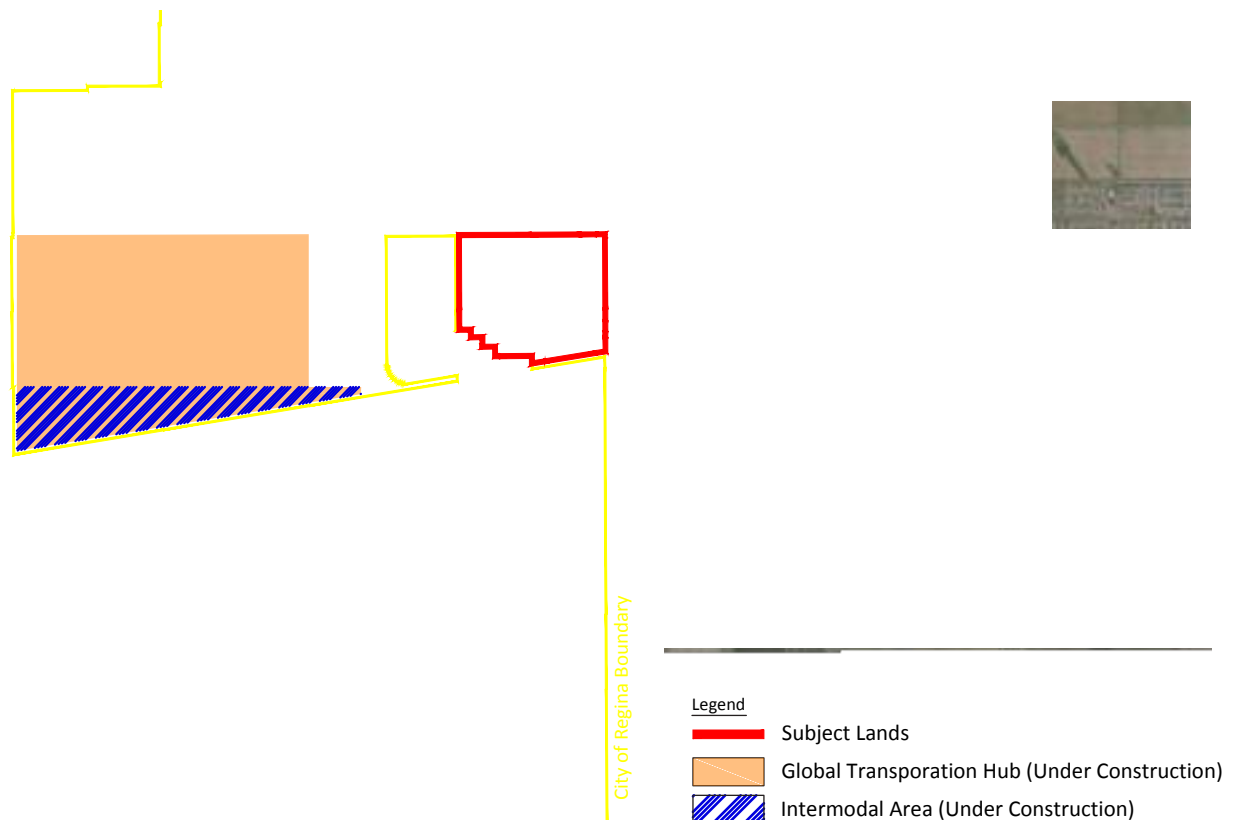
- To implement the policies contained in the *Design Regina OCP* and, in doing so, provide a framework for future development of the plan area that reflects the City's aspiration to be a sustainable, vibrant, inclusive and attractive community
- To guide and direct the preparation and the approval of subsequent Concept Plans, Land Use Amendment and Subdivision applications within the plan area.

To accomplish this purpose, the Neighbourhood Plan contains development objectives, a land use concept and policies that will ensure the NP is achieved over time.

## 1.2 Site Context

The NP applies to a defined area referred to as “Westerra” and is outlined on **Figure 1: Location and Context Plan**. The plan area is located approximately 6.5 km from downtown Regina and serves as a western gateway for the City. Westerra is located in a strategic location in proximity to the Global Transportation Hub. The area is bound by Dewdney Avenue to the north, Pinkie Road to the west and Courtney Road to the east. The CPR rail line forms the southern boundary of the Plan area. The surrounding land use context includes the Dieppe neighbourhood to the northeast, the RCMP training centre to the east, the Regina International Airport to the southeast and the Sakimay First Nations to the west. There are existing industrial uses situated to the southwest of the plan area which are situated in the RM of Sherwood No. 159.

**Figure 1 -** Location and Context Plan





## 1.3 Plan Area Ownership

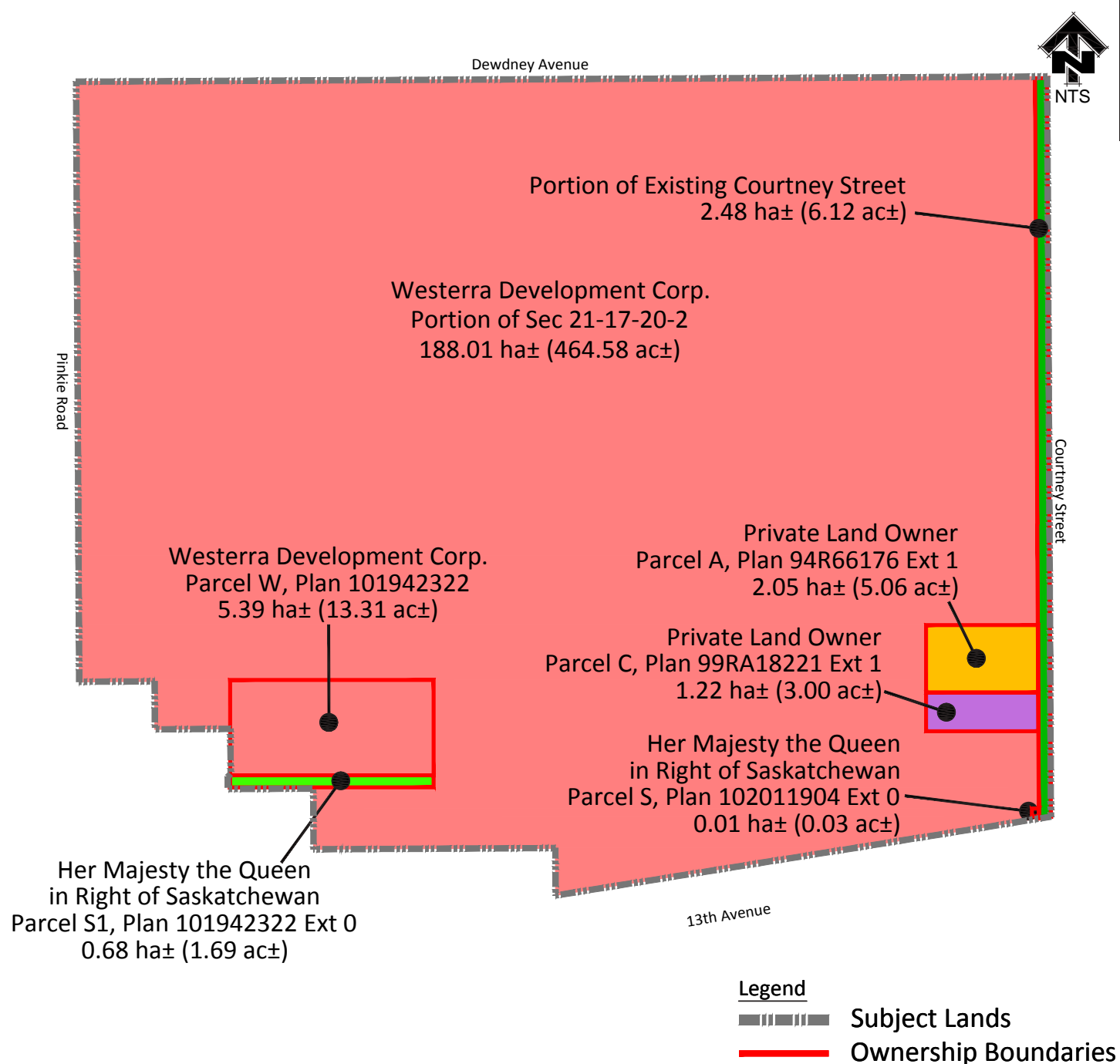
The NP area is comprised of approximately +/- 199.84 hectares (+/- 493.79 acres) consisting of a variety of legal parcels of land. The majority of the plan area is owned by Westerra Development Corp. A summary of the legal land holdings and ownership of the plan area is outlined in **Table 1: Plan Area Ownership** and **Figure 2: Legal Description and Ownership of Plan Area**.

**Table 1 - Plan Area Ownership**

LANDOWNER	LEGAL DESCRIPTIONS	AREA (HA)	AREA (AC)	% OF PLAN AREA
Westerra Development Corp.	Pt. Sec. 21-17-20-2	188.01	464.58	94.08%
Westerra Development Corp.	Parcel W Plan 101942322	5.39	13.31	2.70%
Private Landowner	Parcel A Plan 94R66176 Ext 1	2.05	5.06	1.02%
Private Landowner	Parcel C Plan 99RA182221 Ext 1	1.22	3.00	0.61%
Her Majesty the Queen in Right of Saskatchewan	Parcel S Plan 102011904 Ext 0	.011	.03	0.01%
Her Majesty the Queen in Right of Saskatchewan	Parcel S1 Plan 101942322 Ext 0 – Existing Legal Roadway - General Road -- Closure and Consolidation Assumed	0.68	1.69	0.34%
Her Majesty the Queen in Right of Saskatchewan	Existing Legal Roadway - Courtney Street-- Partial Closure and Consolidation Assumed	2.48	6.12	1.24%
Total		199.84	493.79	100%

The subject lands were annexed to the City of Regina as part of the planning and construction of the Global Transportation Hub. These annexed lands form a well-defined growth corridor between the built up area of the City of Regina, the airport and the Global Transportation Hub. The *Design Regina OCP* has identified the plan area for future urban development and envisions a mixed-use area that supports a live-work environment including a range of housing options, regional commercial, local commercial, non-manufacturing industrial and employment uses.

**Figure 2 - Legal Description and Ownership of Plan Area**



## 1.4 Regulatory Framework and Compliance

### *Design Regina OCP*

The NP must be consistent with other policy documents approved by Council, including but not limited to *Design Regina OCP* in accordance with the *Planning and Development Act, 2007*.

This NP has been prepared in accordance with the policy direction contained in *Design Regina OCP*. The *Design Regina OCP* establishes two levels of planning instruments for new areas in the city involving the initial preparation of a 'Neighbourhood Secondary Plan' for new neighbourhoods of approximately 200 hectares or more, followed by the preparation of 'Concept Plans' on a phased basis within the Neighbourhood Plan area. The Secondary Plan (Neighbourhood Plan) will be adopted by bylaw and appended to the *Design Regina OCP*.

Westerra contains approximately +/- 199.84 hectares (+/- 493.79 acres) of land and proposes a new mixed – use area. Therefore a Neighbourhood Plan (NP) is required to be prepared in accordance with the *Design Regina OCP*. The NP, in turn, contains a phasing plan that provides direction for the preparation of more detailed "Concept Plans" (CP). Concept plans shall be developed and submitted as required to provide further detail required to rationalize detailed zoning, subdivision and development applications.

Under the *Design Regina OCP*, the Westerra lands have been designated as a priority growth area and a "New Neighbourhood." As shown on **Figure 3: Design Regina OCP Policy Context**, Dewdney Avenue to the north is identified as an 'Main Transit Corridor.' The *Design Regina OCP* also shows an 'urban centre' straddling Dewdney Avenue with lands to the north of Westerra. Under the official community plan, new neighbourhoods are intended to be complete communities that are inclusive and provide a mix of all land uses to allow residents to live, work and play in their own community. These neighbourhoods are to be a location for intensification of land uses and are required to be developed at a minimum gross population density of 50 persons per hectare (pph). A concept plan is required for all new neighbourhoods and the Guidelines for Complete Neighbourhoods as contained in the *Design Regina OCP* must be observed. [#2024-56, s.14, 2024]

This Neighbourhood Plan has been prepared in accordance with the *Design Regina OCP* requirements for a secondary plan for new or mixed-use neighbourhood areas and demonstrates overall conformity with the official community plan. Westerra is a plan for an integrated mixed - use community complete with residential uses of varying densities, commercial, open space and business park uses. Located along Dewdney Avenue, the plan calls for the creation of intensive and well defined main street as a central hub/entrance into the community which is supportive of the City's desire to develop Dewdney as 'Main Transit Corridor,' and to support the development of an 'urban centre' in this area. Anchoring the main street retail area, medium to high density residential development is envisioned. The plan area is linked by an interconnected road network and supported by a parks and open space system providing passive and active recreational opportunities throughout the community.

[#2024-56, s.14, 2024]

### *City of Regina Zoning Bylaw*

Lands within the proposed neighbourhood are currently zoned Urban Holding District under the current Zoning Bylaw. The lands are also subject to the City of Regina's Zoning Bylaw Regina Airport Noise Attenuation Overlay Zone. Prior to subdivision and eventual development of the lands, the developer will apply for zoning bylaw amendment consistent with the approved Concept Plans to harmonize with this Neighbourhood Plan and the *Design Regina OCP*. [#2024-56, s.14, 2024]

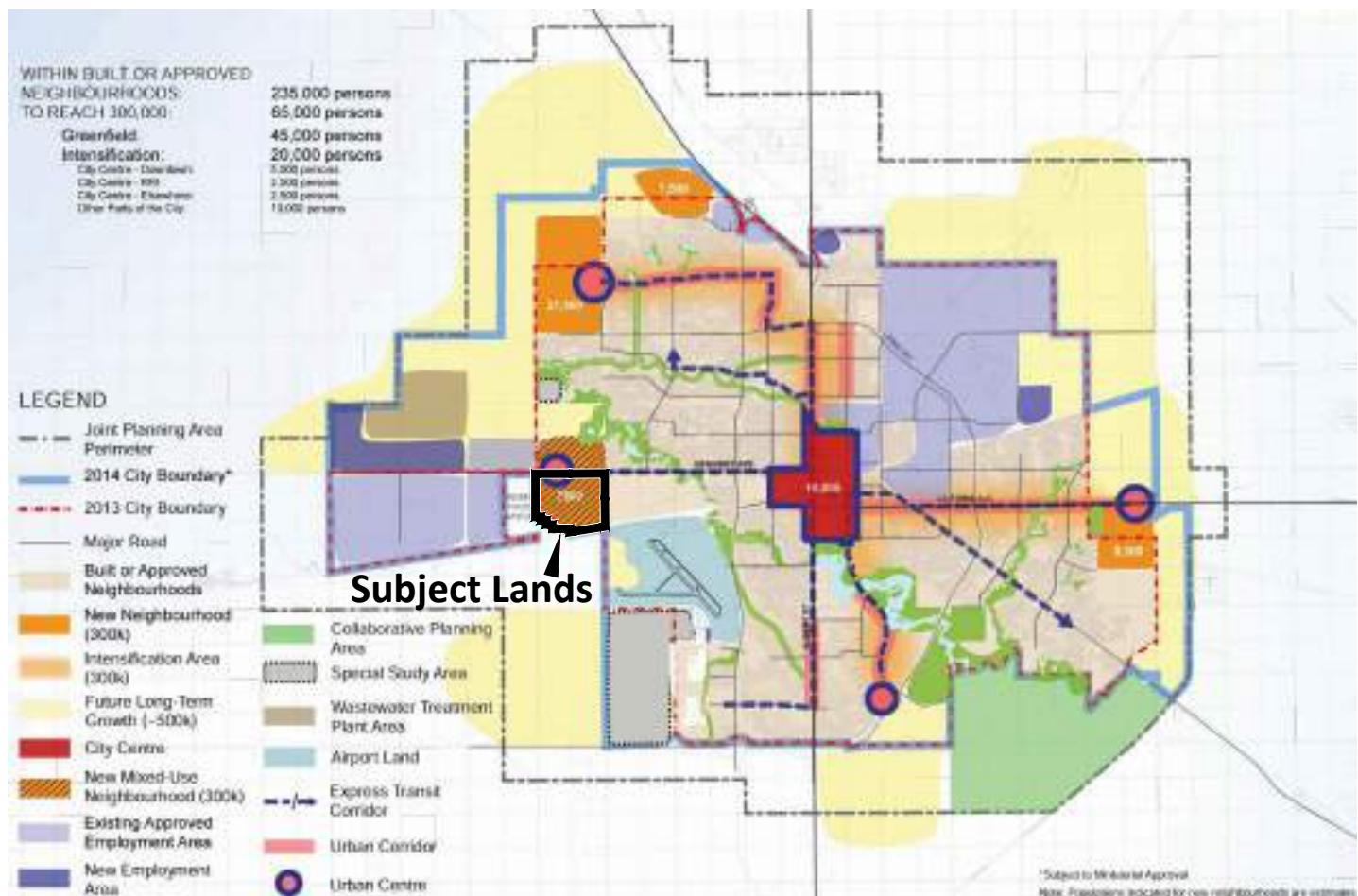
### *Regina Airport Zoning Regulations (Aeronautics Act)*

Under the Government of Canada Aeronautics Act, the Westerra lands are within the boundaries of the *Regina Airport Zoning Regulations* administered by the Regina Airport Authority and enforced by Transport Canada. These Regulations are under Federal jurisdiction. These Regulations apply certain height and other building restrictions to structures within an area affecting the flight path and other operations of the airport. All future development within Westerra shall comply with both applicable municipal and federal regulations for development in proximity to airports and should comply with applicable provisions of *Land Use in Vicinity of Airports Guidelines (TP 1247E)* as published by Transport Canada.

### *Timeframe of the Plan*

This NP is future-oriented and establishes the overall pattern for how Westerra is to be developed over an extended period of time. Development is expected to occur over the next 10-20 years. However, the exact timing of the build out of Westerra remains subject to market demand and other factors.

**Figure 3 - Design Regina OCP Policy Context**



Source: Design Regina - Official Community Plan 2013



### **Map Interpretation**

Unless otherwise specified within the NP, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City Administration at the time of concept plan, rezoning and subdivision application. Where adjustments are made as a result of further delineation through the concept plan process an amendment to the maps within this NP shall not be required.

### **Policy Interpretation**

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

### **Amendment of the Plan**

Where required, an amendment to the NP shall be held in accordance with the *Planning and Development Act, 2007*. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

### **Monitoring of the Plan**

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.

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# 2.0 Site Inventory & Analysis

## 2.1 Topography

The high point of the subject lands is in the southeastern portion of the site and the general topography of the area leads to drainage running to the southwest and northeast portions of the site. This is illustrated on **Figure 4: Site Context and Natural Features**. Drainage to the northeast flows through the existing ditch and culvert with an outlet to Wascana Creek. Drainage to the southwest flows towards Pinkie Road.

## 2.2 Natural Features and Existing Conditions

As shown in **Figure 4: Site Context and Natural Features**, there is little tree cover and natural habitat present with the exception of a tree farm located to the southeast of the subject property. The area contains cultivated land with some low areas and drainage paths throughout. Existing conditions were identified as part of the planning process and informed the development of the secondary plan. Bounded by Dewdney Avenue to the north, Courtney Street to the east, Pinkie Road to the west and the CPR line to the south, the area is relatively flat with a few low areas and drainage paths. As shown in **Figure 4: Site Context and Natural Features**, currently the site is cultivated with little to no vegetation. The subject site contains two country residential subdivisions to the southeast which are under separate ownership as well as one (1) undeveloped 15 acre vacant parcel which is situated to the north of the undeveloped extension of General Road.

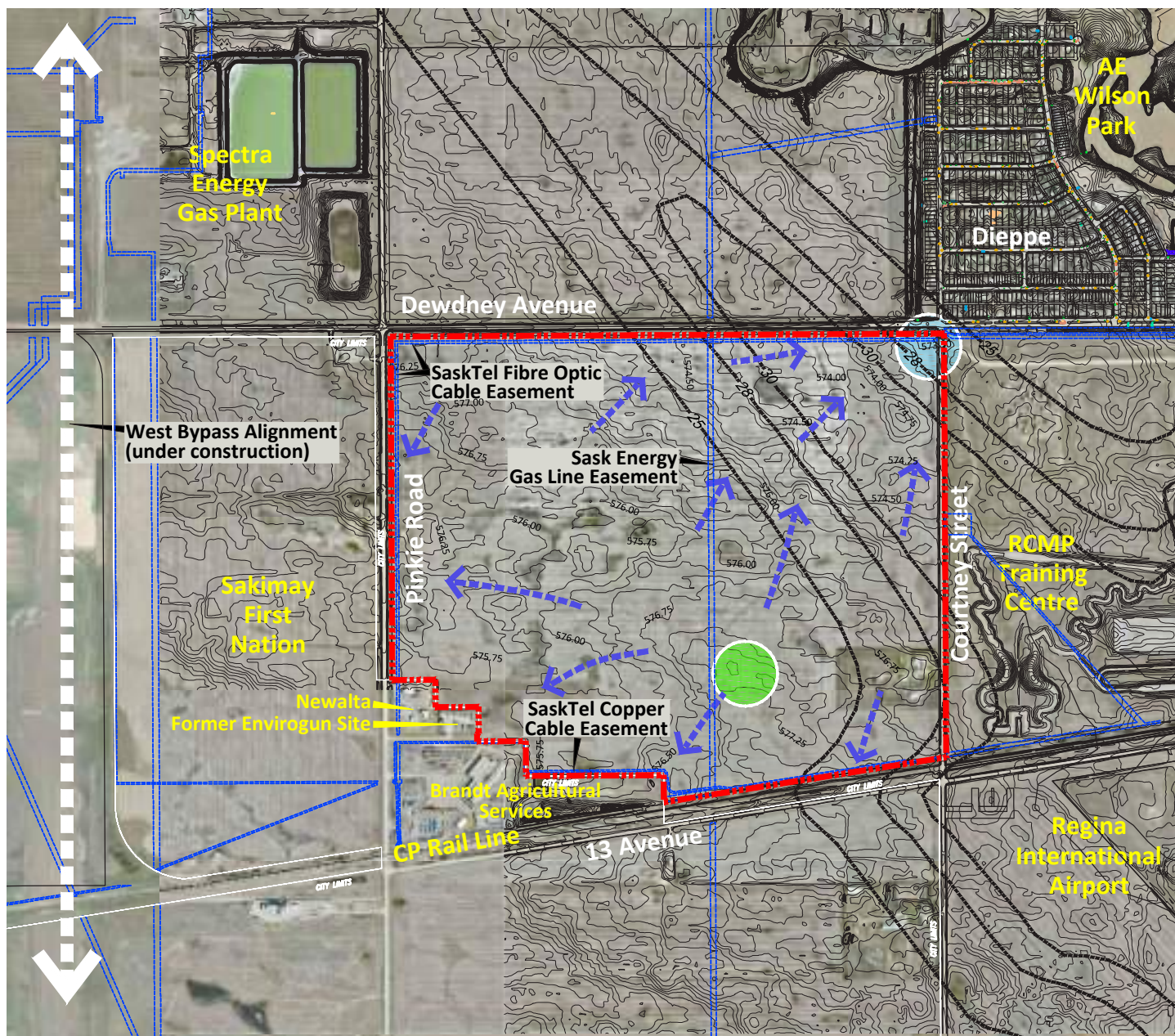
### ***Environmental Site Assessment***

As part of the due diligence process in acquiring lands within the plan area, two (2) phase one environmental site assessments were commissioned by Westerra Development Corp. and completed in September 2013. Based on the results of these initial Phase one assessments, one (1) phase two site assessment was completed to examine the potential for contaminant migration from above ground storage tanks on industrial land situated adjacent to the plan area in the southeast corner. The results of these assessments and subsequent follow up investigations have concluded that the risk of soil and/or groundwater contamination stemming from historical uses on the properties within the plan area and adjacent uses is low and that no further investigative analysis is warranted. Copies of the environmental site assessments have been provided to the City of Regina under separate cover.

### ***Geotechnical Conditions***

In support of this Neighbourhood Plan, a geotechnical assessment was completed. The geotechnical investigation consisted of the drilling of 28 test holes throughout the plan area to examine subsurface soil conditions and geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial and industrial uses envisioned for Westerra. In addition, the analysis provided a series of considerations relative to the construction activities and requirements for future development. These requirements shall be considered as the implementation of the project proceeds. A copy of the geotechnical assessment has been provided to the City of Regina under separate cover.

**Figure 4 - Site Context and Natural Features**



**Legend**

- - - - - Subject Lands
- - - - - NEF Contours
- - - - - Surface Drainage Arrow

- Approximate Low Point
- Approximate High Point
- Contours (0.25m Interval)



## **Transportation Network**

As illustrated in **Figure 5: Local and Regional Transportation Network**, existing transportation infrastructure in proximity to the plan area consists of the bounding roads -- Dewdney Avenue, Pinkie Road and Courtney Street. The *Design Regina OCP* has identified the Westerra lands as a potential transit node. Courtney Street and Pinkie Road are shown as potential future arterial roads under the *Design Regina OCP*. A potential urban expressway is shown traversing west towards the highway south of the subject area. Potential railway grade separation intersections are indicated at Pinkie Road and Courtney Street. The West Regina Bypass is located to the west of plan area.

The Province is moving forward with the construction of the West Bypass to further strengthen the regional transportation infrastructure network for the GTH including connections to the TransCanada and Highway 11. This Province - led initiative will help alleviate traffic congestion within the city by diverting truck traffic off of local streets. Preparation of this NP has been undertaken in consideration of the existing and future local and regional transportation network as outlined in the *Design Regina OCP*.

## **Global Transportation Hub**

The Global Transportation Hub (GTH) is a development that has important implications for the subject lands. The GTH is rapidly developing with the relocation of Canadian Pacific's (CP) Intermodal Facility (IMF) from downtown Regina. The Global Transportation Hub (GTH) consists of an intermodal terminal and industrial expansion - all part of the Asia-Pacific Gateway and Corridor initiative. The location of this facility in proximity to the Regina bypass and Dewdney Avenue will influence transportation movements and conditions on the roadways in proximity to Westerra.

## **Heritage Resources**

The Plan area has been subject to a prolonged history of agricultural disturbances. In support of this Neighbourhood Plan, an application for Historical Resource Clearance was submitted to the Province. Historical Resource Clearance was obtained and no Historical Resource Impact Assessment is required.

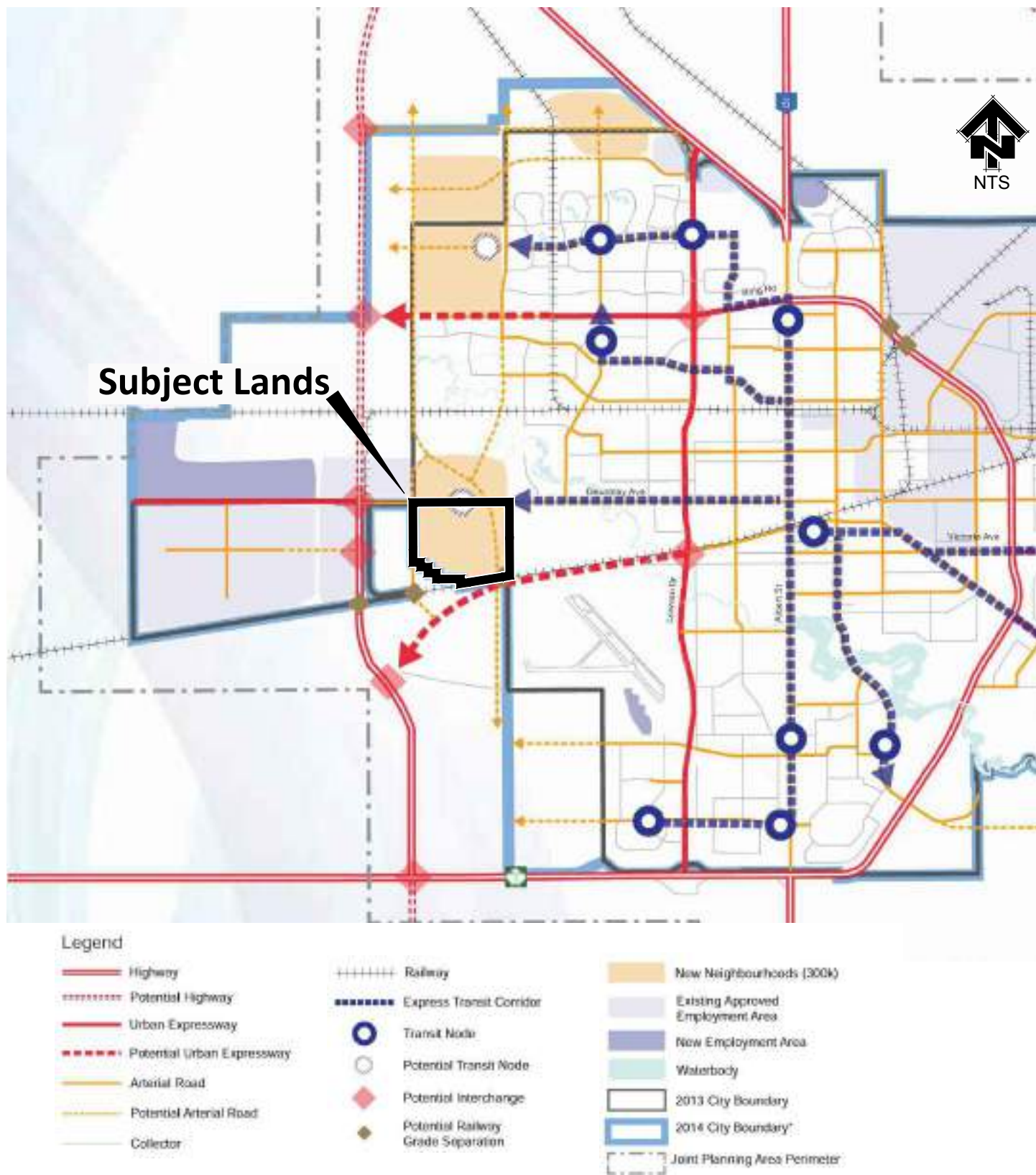
## **Community Infrastructure**

The majority of community infrastructure is located to the east of the plan area and includes several activity centres mainly along Elphinstone Street and a hospital and library. The nearest existing fire stations are in the North Central and Walsh Acres/ Lakeside neighbourhoods which are approximately 4.5 km from central portion of Westerra. In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire-hall is situated approximately 4.5 km from the planned main street entrance to Westerra.

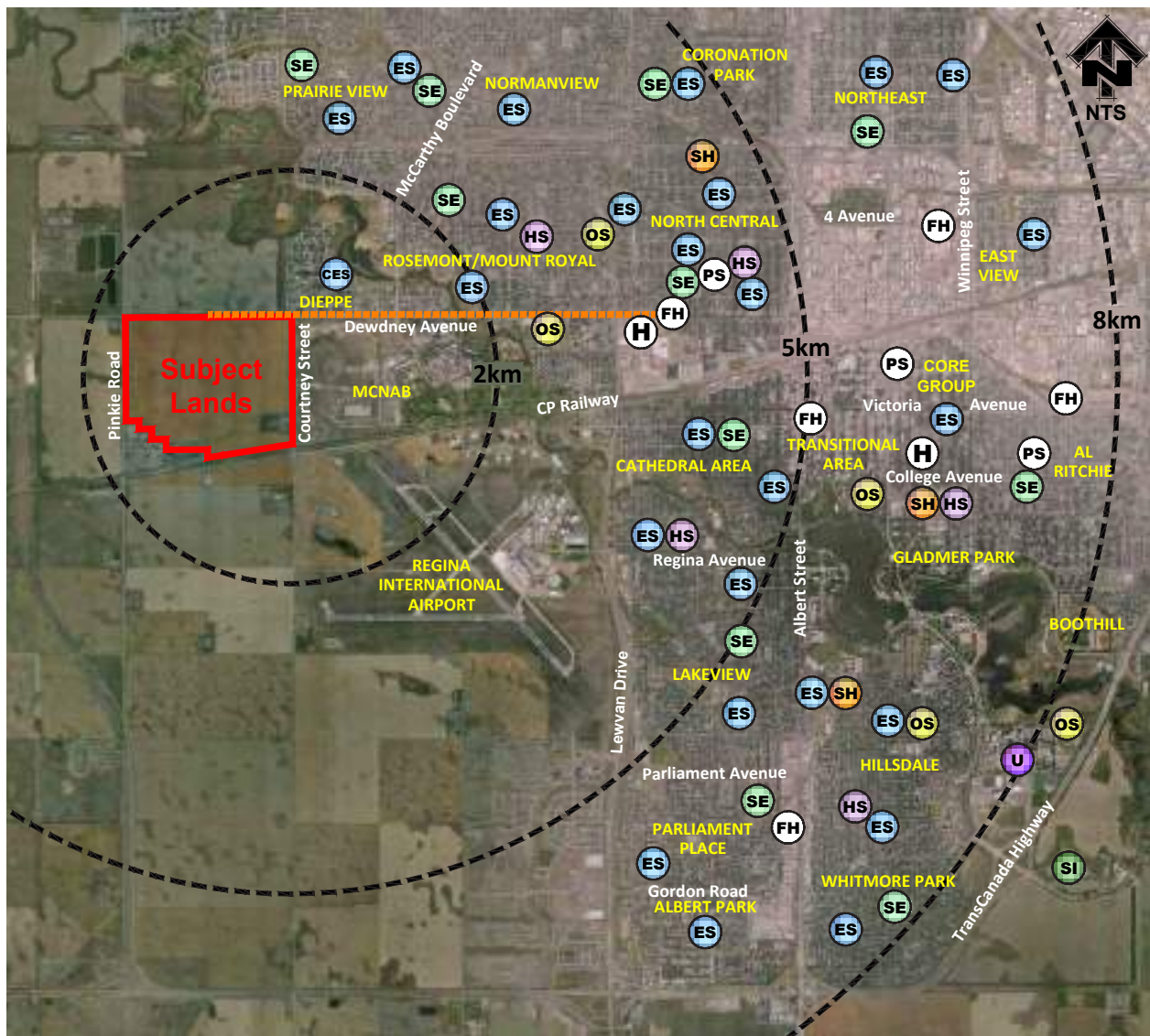
There is a police station located in downtown Regina and one in the North Central area. It is anticipated that police service would be provided to Westerra from the North Central station. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue. The hospital and library are located in the North Central neighbourhood. Aside from a public elementary school in the Dieppe neighbourhood which has been recently closed there are no schools within half a mile of the subject area. The location of major community infrastructure and proposed emergency access route from the existing fire hall to Westerra is outlined in **Figure 6: Community Infrastructure**.



**Figure 5 - Local and Regional Transportation Network**



**Figure 6 - Community Infrastructure**



- |  |   |
|--|---|
| <b>(FH)</b> Fire Hall                          | <b>(SE)</b> Separate Elementary School                      |
| <b>(PS)</b> Police Station                     | <b>(SH)</b> Separate High School                            |
| <b>(H)</b> Hospital                            | <b>(OS)</b> Other School                                    |
| <b>(ES)</b> Public Elementary School           | <b>(U)</b> University of Regina                             |
| <b>(CES)</b> Public Elementary School - Closed | <b>(SI)</b> SIAST   |
| <b>(HS)</b> Public High School                 | <b>-----</b> Emergency Response Route<br>±4.5km / ±7 Minute |

## 2.3 Development Constraints

The surrounding land uses include agricultural uses, smaller scale development along Dewdney Avenue and the residential neighbourhood of Dieppe to the northeast as shown on **Figure 4: Site Context and Natural Features**. Land uses located to the west of the plan area include the Sakimay First Nations and an area of existing industrial use. Directly to the north, the site is bordered by privately held land and to the east by the RCMP training centre. Located to the northwest, the wastewater treatment plant and lagoon have development setbacks that must be respected; residential development must be 1600 metres from a lagoon or sewage treatment plant. Development in Westerra is located outside of this setback area.

As part of the planning process, a risk assessment assessing the potential risk posed by the Spectra Energy Facility, adjacent Newalta operations, and the SaskEnergy gas line to the proposed development and residential uses was completed. The findings have concluded that the plan area is suitable for urban development purposes subject to consideration of specific mitigation measures. These recommended mitigation measures, coupled with feedback from the City of Regina have informed the preparation of this NP. A summary of land use constraints that have directed and informed the development of this NP are outlined on **Figure 7: Land Use and Development Constraints** and **Figure 8: NEF Contours and Height Limitations**.

### 2.3.1 Wells, pipelines and utilities

In terms of wells, pipelines and utilities, there are no known operating wells or sour gas pipelines within the plan area. As illustrated by **Figure 7: Land Use and Development Constraints**, the NP area includes a number of rights of way which require consideration as part of the NP. Development of buildings within the existing registered rights of way is not permitted and all future development of land must respect the encumbrances and development restrictions as registered on title. These restrictions shall carry forward to any subdivided lands which include the existing rights of way.

A natural gas pipeline operated by SaskEnergy bisects the NP area on a north – south axis and supports the City’s natural gas distribution system. Based on an updated risk assessment completed in support of this NP (submitted under separate cover), there are additional constraints associated to the development of lands in proximity to this pipeline beyond the immediate registered right of way. These additional development constraints are summarized as follows:

- Residential density within 60 metres of the pipeline structure is restricted (low-medium density, max. 50 upnh)
- Residential density housing forms within 60 metres of the pipeline restricted to ground oriented housing
- Future surface development (i.e. buildings) must not encroach on registered pipeline right of way
- Potential schools facilities and structures must be setback 60 metres from the pipeline structure

These constraints have been considered in the development of this Neighbourhood Plan. Lands situated within 60 metres of the SaskEnergy pipeline have been identified as a “Special Development Area” and policy has been identified to help ensure that future development within the special development area complies with the recommendations of the updated risk assessment.

Other utility considerations include an easement for an electrical distribution line along the west side of the plan area that is no longer required and is being discharged. Buried telecommunication lines run along the north, west and south borders of the Plan area and are contained within 7.5 metre rights – of – way. The NP has been designed in consideration of existing easement arrangements. These easements have been integrated within the parks and open space system where appropriate. Encumbrances will carry forward onto new parcels of land through the subdivision process including development restrictions related to the easement. These encumbrances will need to be considered by end users of the land when developing and forming detailed building and development proposals.

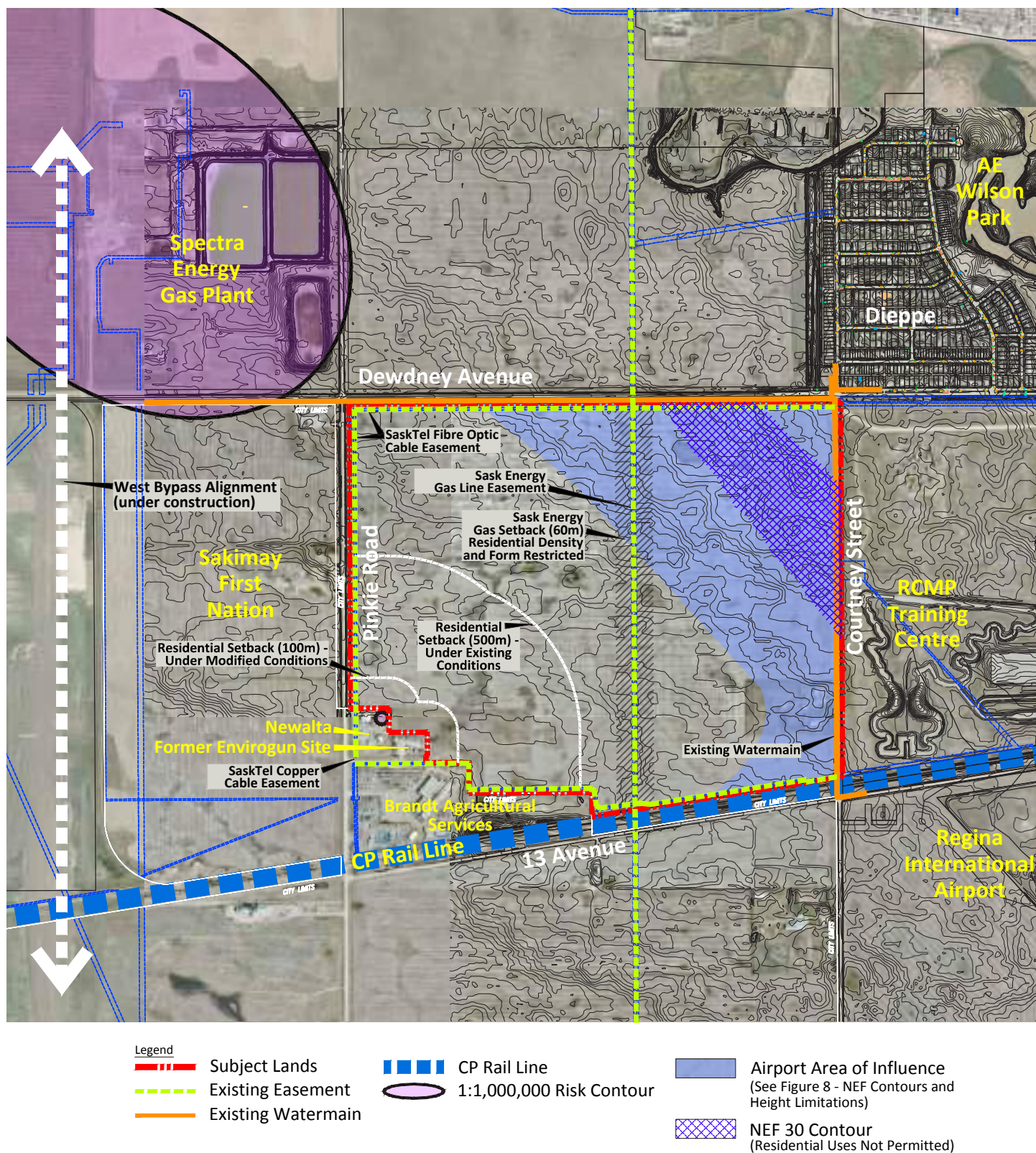
#### POLICIES:

**2.3 .1 (a) Lands situated within 60 metres of the centerline of the SaskEnergy pipeline facility as shown on Figure 7: Land Use and Development Constraints shall be considered as a special development area and shall have development regulated as follows:**

- i. Residential density shall be restricted to a maximum of 50 units per net hectare.**
- ii. Residential housing forms shall be restricted to ground oriented housing forms.**



**Figure 7 - Land Use and Development Constraints**





### **2.3.2 Regina International Airport**

Westerra is located in close proximity to the Regina International Airport and benefits from economic and transportation synergies. The safe operation of the airport as well as the well being of city residents is paramount. It is the role of land use planners to avoid the creation of land use conflicts. As such, several regulations and guidelines at the federal, provincial and municipal jurisdictional level have been established to guide development and activity so as not to interfere with the safe operation of the airport.

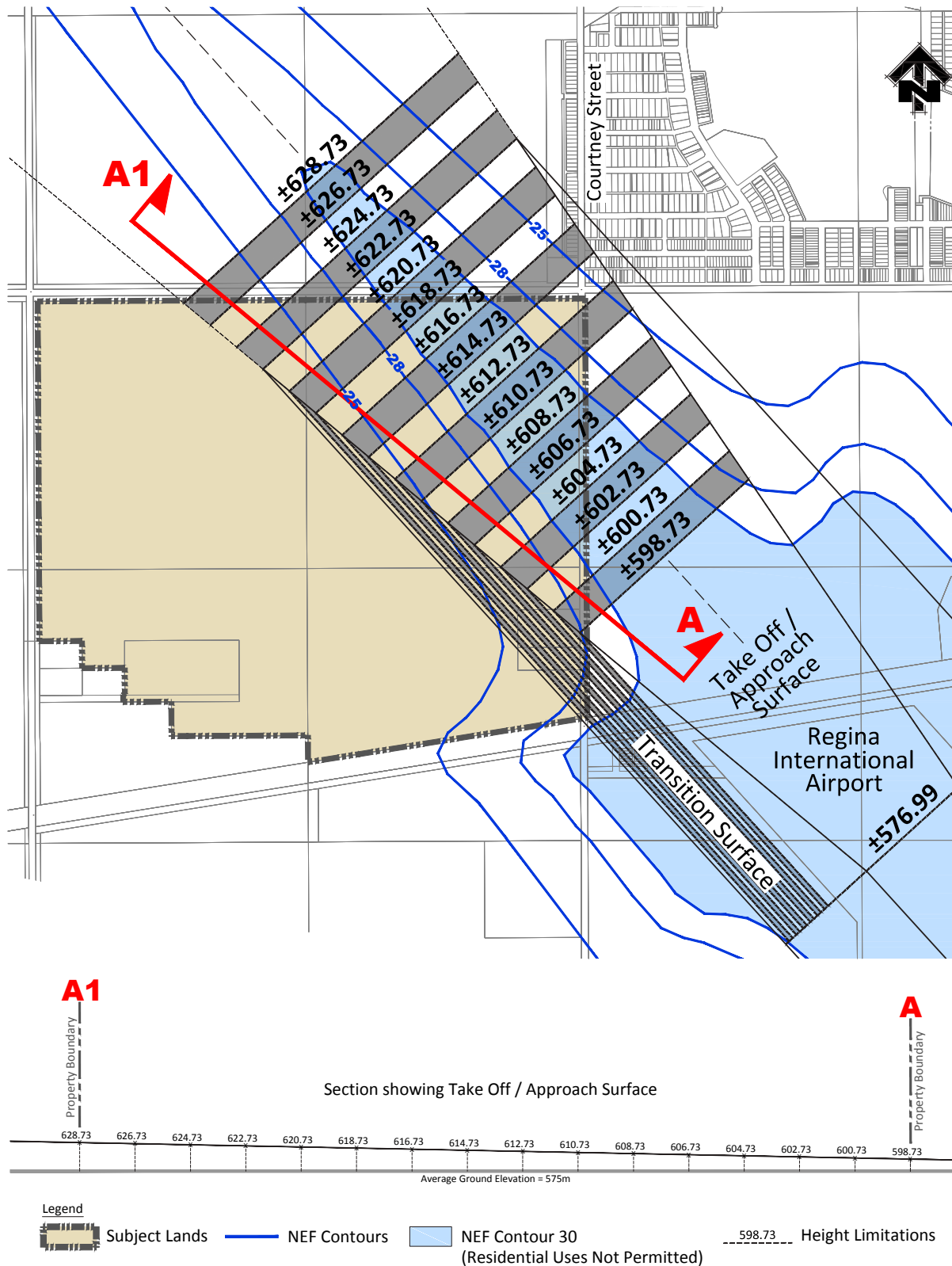
The proximity of the plan area to the Regina International Airport presents some development constraints for portions of the plan area. These development constraints are primarily situated in the northeast corner of the plan area and relate to potential noise impacts and height restrictions. Portions of the the northeast corner of the plan area are contained within the Noise Exposure Forecast (NEF) 30 contour for the airport, within which residential development is not allowed. With residential development restricted in this area, the NEF contours have informed the location of the proposed business park land use within this portion of the plan area. Another impact that will influence the building form is the height restriction related to the flight path of airplanes associated with take off/approach and transitional surfaces. It should also be noted that storm pond facilities are another consideration and the area must be designed so as not to encourage waterfowl that could interfere with the operations of the airport. The NP has been developed in accordance with these constraints and future development shall remain fully compliant with all airport related development restrictions. A summary of the NEF and height limitation development constraints in relation to the plan area is outlined in **Figure 8: NEF Contours and Height Limitations**.

#### **POLICIES:**

- 2.3.2 (a) All applications for land use redesignation, subdivision and development permits shall have due regard for the safe and efficient operation of the Regina International Airport.**
- 2.3.2 (b) Residential development shall not be permitted on those lands contained within the Noise Exposure Forecast contour of 30 or greater as outlined on Figure 8: NEF Contours and Height Limitations.**
- 2.3.2 (c) Residential building construction within the 25-30 NEF contours must comply with all applicable Federal and Provincial regulations regarding noise attenuation.**
- 2.3.2 (d) In order to support the safe operations of aircraft, retention stormwater ponds or stormwater channels shall be prohibited within the neighbourhood plan area.**
- 2.3.2 (e) Permanent or temporary development of lands in Westerra shall adhere to all applicable legislation regarding the Regina International Airport inclusive of the City of Regina Zoning Bylaw and the Regina Airport Zoning Regulations.**
- 2.3.2 (f) Permanent or temporary development of lands in Westerra should consider all applicable provisions of Land Use in the Vicinity of Airport Guidelines (TP 1274E) as published by Transport Canada.**
- 2.3.2 (g) Where determined appropriate by the approving authority, concept plan, redesignation, subdivision and development permit applications should be referred to the Regina Airport Authority, NAV Canada and Transport Canada for comment.**

**Figure 8 - NEF Contours and Height Limitations**

Source: Adapted from the Regina Airport Zoning Regulations, July 1, 2009 and City of Regina Noise Exposure Forecast Data



### **2.3.3 Canadian Pacific Railway Line**

The Canadian Pacific Railway (CPR) Line borders a portion of the south boundary of the plan area. This transportation infrastructure serves an important role in the Global Transportation Hub initiative. Land use compatibility through attention to site design and best management practices must be considered to ensure compatibility between the existing CPR line and the development of the plan area. As such, adherence to best practices and sound planning principles in terms of setbacks and mitigation measures have and will continue to be implemented as development occurs in proximity to the existing CPR railway.

In this regard, residential land uses in the south portion of the plan area, in proximity to the existing CPR railway will be sufficiently setback from the existing CPR right of way boundary. A municipal buffer and local roadway is envisioned to help separate residential land uses from active rail operations and to help mitigate against potential impacts from existing railway operations such as noise and vibration. A conceptual overview of this land use transition buffer is outlined in **Figure 9 - Land Use Transition Buffer**. It is anticipated that the proposed municipal buffer would include a berm, landscaping treatment and local pathway system.

#### **POLICIES:**

- 2.3.3 (a) Residential Land uses shall be setback a minimum of 40 metres from the existing CPR rail line right of way boundary.**
- 2.3.3 (b) The City shall require the dedication and construction of a municipal buffer abutting the CPR corridor that is in general accordance with the conceptual illustration outlined in Figure 9 Land Use Transition Buffer , and the following minimum requirements:**
  - I. A minimum overall width of 40 metres;**
  - II. A landscaped berm sufficient to provide safety and noise attenuation;**
  - III. Landscaping and a pathway constructed along north side of the berm;**
  - IV. A safety fence constructed along the rail corridor property line.**
- 2.3.3 (c) The berm situated within the proposed municipal buffer as detailed in Figure 9 - Land Use Transition Buffer shall be constructed prior to any residential occupancy of land within Phase 2 as shown in Figure 20 - Concept Plan Boundaries.**
- 2.3.3 (d) Adequate pedestrian crossings and measures to prevent trespass from the proposed municipal buffer to the CPR rail right of way shall be considered and implemented where possible in coordination with CPR.**

### **2.3.4 Adjacent Industrial Uses**

Situated to the southwest boundary of the Neighbourhood Plan area is an existing industrial area situated in the Rural Municipality (RM) of Sherwood No. 159. At present, this industrial area contains a range of industrial uses including Newalta and Brandt.

Newalta is located immediately adjacent to the southwest boundary of the plan area. Based on discussions with the City and operator of the Newalta Site, it is understood that Newalta operation is involved in the management and processing of oil field waste and associated by-products. The site adjacent to Newalta contains a facility which is now closed but was previously operated by Envirogun as a waste processing facility. The third site is operated by Brandt, which occupies a large portion of the existing industrial area. The existing Brandt operation is an active agricultural equipment manufacturing plant with large portions of their site dedicated to outdoor storage of equipment.

Based on the existing land uses occurring on the Newalta site and the previous use of the former Envirogun site, the City has identified that under the Hazardous Substances and Waste Dangerous Goods Act, future residential development within Westerra should be setback 100 metres from hazardous waste facilities with indoor storage and 500 metres from hazardous waste facilities with outdoor storage. The extent of the current residential setback requirement in relation to the plan area is shown on **Figure 7: Land Use and Development Constraints**.

In response to this development constraint, residential land uses within 500 m of the existing Newalta and the former Envirogun site cannot be realized under these existing development conditions. The ultimate development of residential lands within this current setback area cannot occur until such time as the current operations of the Newalta site change to reduce or nullify the current 500 m setback requirement. A change in current industrial activities could include the conversion of outdoor processing activities to indoor processing activities or the complete decommissioning of operations. Should existing operations cease, provincial approvals relative to decommissioning and reclamation of both sites may be required. This provincial process involves decontamination, reclamation, monitoring and management of the affected area.

**Figure 7: Land Use and Development Constraints** has identified the portions of the plan area impacted by the current 500 metre residential setback requirements. The setback area and supportive policy recognizes that under the existing development conditions of the Newalta and former Envirogun site that future residential land uses in the setback area cannot be realized until such time as the operations within the Newalta and former Envirogun site are modified (i.e. conversion to indoor storage) or terminate (i.e. facilities are no longer in operation).

When residential development within this portion of the plan area is able to proceed, to ensure the compatibility of future residential uses with existing Brandt operations and the potential light industrial use of the Newalta site and former Envirogun site, a 40-60 metre municipal buffer with a 5 metre high berm along the southern boundary of the Neighbourhood Plan area as shown in **Figure 9 – Land Use Transition Buffer** is proposed. The provision of this municipal buffer with berm would provide a consistent treatment of lands along the entire southern boundary of the plan area and provide a logical land use transition area between the existing CPR lands and future residential development and existing industrial area and future residential development.

#### **POLICIES:**

**2.3.4 (a) Where residential is proposed adjacent to existing industrial lands, the City, at its discretion, may require:**

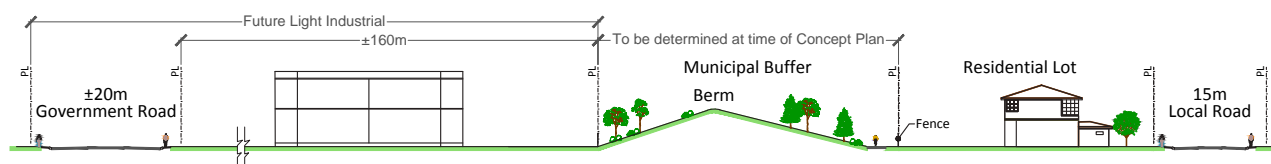
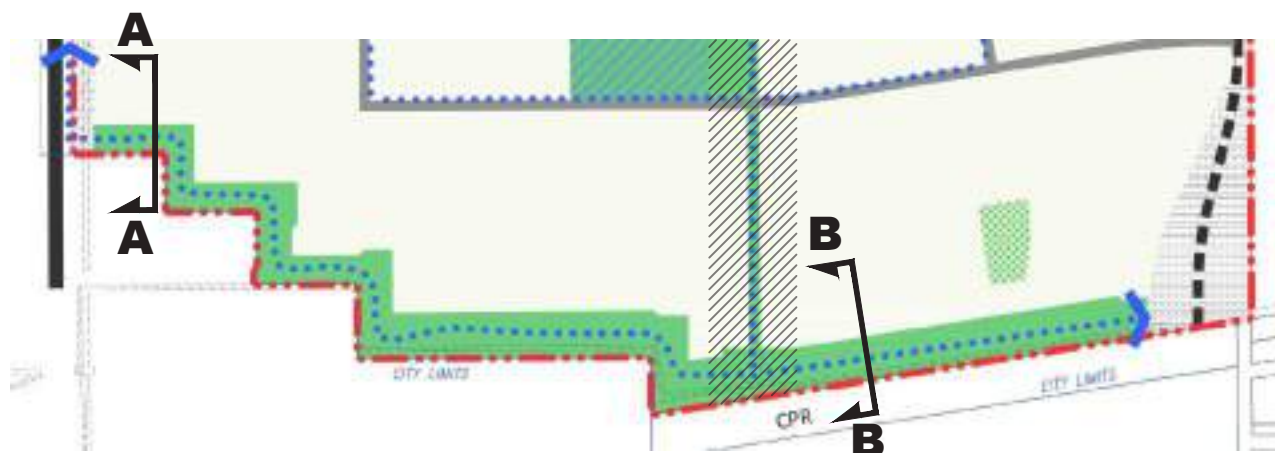
- I. A landscaped buffer, or**
- II. In the case of indoor storage of hazardous waste, adjacent to proposed residential, a 100 metre setback distance in addition to a landscaped buffer (within the setback), or**
- III. In the case of outdoor storage of hazardous waste, adjacent to proposed residential, a 500 metre setback distance in addition to a landscaped buffer (within the setback), or**
- IV. Any combination of buffering and separation that the City may require to ensure land-use compatibility.**

**2.3.4 (b) Notwithstanding any other policy of this Plan, the City will not approve a concept plan or rezoning of the Phase III lands, as identified on Figure 20 - Concept Plan Boundaries, unless it can be demonstrated, to the City's satisfaction, that there are no adjacent land-uses or operations (e.g. outdoor storage of hazardous waste material) that might render the Phase III lands as inappropriate for residential development.**

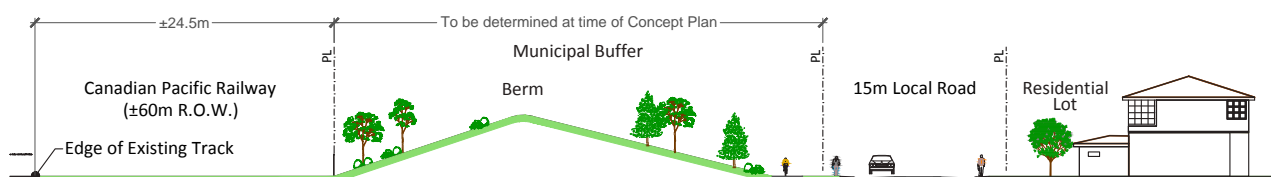
**2.3.4 (c) Through the concept plan process, the City may require, at its discretion, the submission of a noise impact/attenuation study in order to determine appropriate setbacks from adjacent land uses associated with potential noise impacts (i.e. railways, RCMP operations, industrial operations). The results of the noise impact/attenuation study should further inform setback requirements and mitigation measures necessary to ensure land use compatibility.**



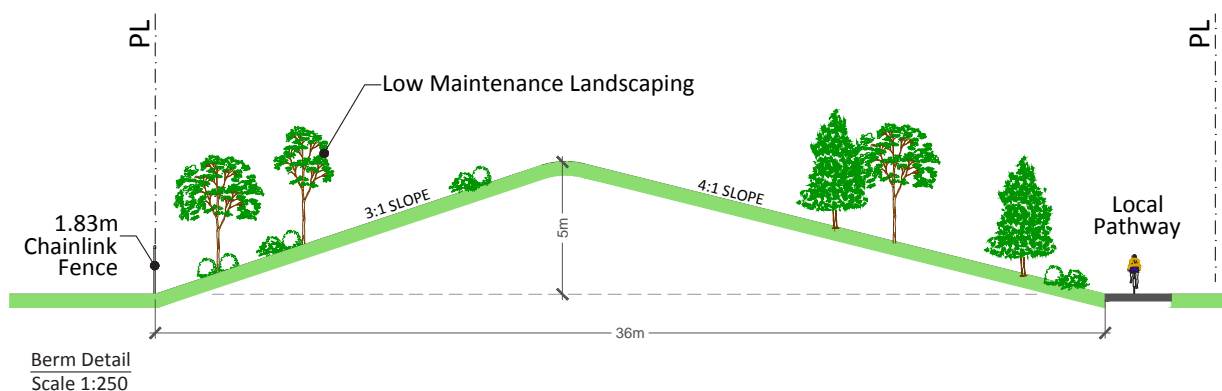
**Figure 9 - Land Use Transition Buffer**



**Section A - Residential and Future Light Industrial Interface Treatment**  
NTS



**Section B - Residential and CPR Railway R.O.W. Interface Treatment**  
NTS



# 3.0 Community Design & Land Use

## 3.1 Westerra Vision

Building on the recent success and completion of the *Design Regina OCP* and guidelines for complete neighbourhoods, “Westerra” represents a complete community within the City of Regina. A variety of employment and commercial land uses are integrated throughout the plan area to meet both regional and local needs. Neighbourhoods are well connected and include defined focal points, a range of housing options are supported by a connected roadway network and parks and open space system supportive of passive and active recreational opportunities. The vision statement from the *Design Regina OCP* defines Regina as a sustainable community where people live in harmony. Complete communities provide choice and opportunities to get around easily. The Westerra Neighbourhood Plan builds upon the City’s vision.

*“The year is 2030. Westerra is fully developed and has established itself as dynamic neighbourhood that is evolving and vibrant. Westerra contributes to the City of Regina’s reputation as an attractive, sustainable and inclusive community within the Region. The main street retail area of Westerra has become a key element of its identity and sets it apart from any other community. Westerra’s mix of land uses, choice and ease of getting around solidifies the neighbourhood as the prime environment to achieve an overall balanced lifestyle.*

*Westerra contains several thriving neighbourhoods each with its own individual focus, which altogether contribute to an overall vibrant complete community. The north contains a bustling main street with a mix of uses along with regional shopping. A business park area in the northeast provides employment for Westerra residents and the city, while diversifying the municipal tax base. The far northeast corner features an open space that functions as a detention pond as well a buffer between the business park area and adjacent residential area to the northeast. A greenway links all areas of the neighbourhood on a diagonal axis to the regional Devonian Pathway system.*

*The central area contains residential development of varying densities characterized by an open space system and future potential school site and a smaller field that incorporates the stormwater management system to the west. The residential area transitions through another linear open space to an open space buffer strip along the south. At the entrances of the community are features that create a sense of arrival for residents, and distinguish the area from adjoining areas.”*

## 3.2 Alignment with Design Regina: The Official Community Plan Bylaw No. 2013-48

The Vision and Design Concept for Westerra relates to and supports the City of Regina's Vision and Community Priorities as established during the Design Regina process and the formation of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.

### **Design Regina OCP Vision Statement**

"Regina will be Canada's most vibrant, inclusive, attractive, sustainable community, where people live in harmony and thrive in opportunity.

- **VIBRANT** – Young people and creative spirits are inspiring dynamic neighbourhoods and an exciting Downtown, all of which feature first-rate facilities for health, wellness and artistic expression.
- **INCLUSIVE** – Our community welcomes people. We live the values of respect and trust and celebrate the strength that comes from our diversity.
- **ATTRACTIVE** – Residents and visitors choose Regina because it is clean, green, lively, friendly, affordable and fun!
- **SUSTAINABLE** – People forge a balance between the economic, social, environmental and cultural dimensions of their decisions by serving as stewards of the resources we share and by demonstrating leadership.
- **HARMONY** – Empathy and understanding come from, and lead to, being safe in our homes and neighbourhoods; building strong social networks throughout the community creates synergy and sense of belonging.
- **OPPORTUNITY** – The entrepreneurial spirit powers Regina as a centre of success where research, innovation and excellence abound."

CITY OF REGINA COMMUNITY PRIORITIES	
• Develop complete neighbourhoods	• Create better, more active ways of getting around
• Embrace built heritage and invest in arts, culture, sport and recreation	• Promote conservation, stewardship and environmental sustainability
• Support the availability of diverse housing options	• Achieve long term financial viability
• Foster economic prosperity	• Optimize regional cooperation

### 3.3 Design Principles

In accordance with the approved priorities of *Design Regina OCP*, Westerra has been planned as a mixed – use, complete community based on the principles of smart growth and sustainability. The concept of an urban centre anchored by an express transit corridor have been assessed and integrated into the plan area for Westerra.

Key design principles embodied in the Neighbourhood Plan include:

- **LAND USE DIVERSITY** – Westerra contains a wide range of residential and non-residential land uses strategically situated and oriented throughout the plan area to meet regional and local land use needs and requirements.
- **HOUSING MIX** - A wide range of housing product and housing density will be offered in Westerra to support a diverse population and allow residents to remain in the community as they move through various stages of their life-cycle. Anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, seniors housing and apartment units.
- **CONNECTIVITY** - The street network will provide multiple access points into and out of the community to ensure integration of Westerra with surrounding development and the regional transportation system. A comprehensive system of sidewalks, multi-use pathways, greenways, and local/ regional pathways will support pedestrian circulation within the community and to major recreational amenities including Wascana Park. Strong physical connections between community facilities and amenities will promote and support interaction amongst residents and activate key corridors in Westerra.
- **COMMUNITY PLACES** – Westerra will offer a wide range of passive and active recreational opportunities and community gathering places through the distribution of its parks and open space system. A strategically situated potential school site shall serve as the anchor of the reserve network and the integration of reserve dedication with greenways shall provide strong recreational linkages throughout the community.
- **COMMUNITY THEME AND DESIGN QUALITY** - Forming the western gateway into the City of Regina, Westerra will maintain a high standard of architectural design and quality. Community theme and branding shall be expressed through the design details of improvements to the public realm including but not limited to lighting, signage, and street furniture throughout the community. The architectural integrity and standard of private realm development may be maintained throughout the community via the preparation and developer led administration of architectural control and design guidelines and where necessary, the preparation and adoption of direct control land use districts.



## 3.4 Land Use Overview

Westerra is planned as a complete community consisting of a full range of residential, commercial and business park land uses. An open space system providing both amenity sites and supporting the proposed stormwater management system has been integrated throughout the plan area. A series of interconnected collector, arterial and local roads provide several access points from within the community to the surrounding perimeter roads and to adjacent neighbourhoods. The general land use concept for Westerra is outlined in **Figure 10: General Land Use Concept**.

**Table 2 - Neighbourhood Land Use Statistics** provides an overview of the land use statistics for the Neighbourhood Plan. These statistics have been calculated in order to provide clarity and direction with regards to anticipated land use yields, residential density and population projections.

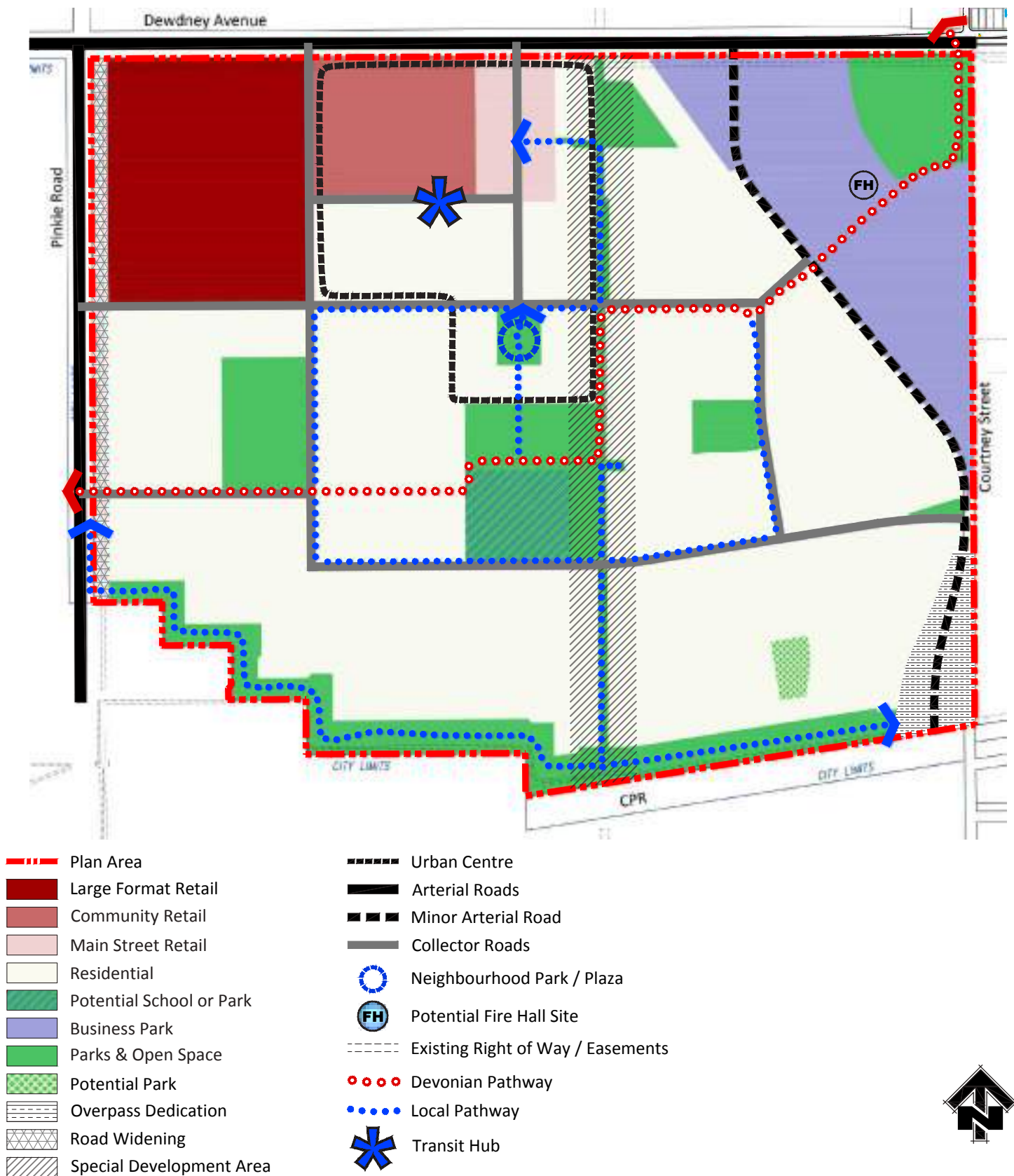
**Table 2 - Neighbourhood Plan Land Use Statistics**

LAND USE	AREA HECTARES	AREA ACRES	PERCENTAGE OF PLAN AREA
Low Density Residential	41.72	103.09	20.9%
Medium Density Residential	24.10	59.55	12.1%
High Density Residential	14.56	35.98	7.3% %
Live – Work Residential	1.20	2.96	0.6%
Large Format Retail	15.97	39.47	7.99%
Community Retail	7.34	18.13	3.67%
Main Street Retail	2.79	6.89	1.40%
Business Park	12.80	31.64	6.4%
Potential School on Municipal Reserve (MR)	3.00	7.41	1.50%
Municipal Reserve (MR)	13.60	33.59	6.80%
Municipal Buffer (MB)	8.98	22.20	4.50%
Municipal Utility Parcel (MUP)	1.71	4.22	0.85%
Municipal Walkway(s)	0.02	0.04	0.01%
Courtney Overpass ROW Dedication	2.21	5.46	1.11 %
Pinkie Road Widening ROW Dedication	2.90	7.17	1.45%
Roads (Minor Arterial, Collector, Local, Alleys)	46.95	115.99	23.49 %
<b>Total</b>	<b>199.84</b>	<b>493.79</b>	<b>100%</b>

### POLICIES:

- 3.4 (a) The location and type of land use, open space, park features and transportation networks shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.
- 3.4 (b) Notwithstanding policy 3.4.(a), minor variances to the generalized land use concept introduced at the time a concept plan, rezoning and/or subdivision application is submitted shall not require an amendment to this Neighbourhood Plan.

**Figure 10 - General Land Use Concept**



## 3.5 Residential

Under the *Design Regina OCP*, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Based on the City requirements and the general land use concept, the minimum population target for Westerra is summarized as follows:

GROSS DEVELOPABLE RESIDENTIAL AREA (HA)	CITY POPULATION INTENSITY TARGETS	MIN. POPULATION REQUIREMENTS
146.23 ha	50 persons per gross hectare **	7,312

**Figure 10 - General Land Use Concept** has identified those portions of Westerra envisioned for future residential development. At full build out, the population of Westerra is estimated to be approximately 7,464 persons based on projected land use yields, density targets and population per household estimates. This population projections equates to approximately 51.05 persons per gross hectare \*\*. A summary of anticipated residential density and population projections is outlined in **Table 3 - Residential Density and Population Projections**:

**Table 3 - Residential Density and Population Projections**

RESIDENTIAL LAND USE	NET AREA (HECTARES)	DENSITY (UPNH)	NUMBER OF UNITS	POPULATION PER UNIT	POPULATION PROJECTIONS
Low Density Residential	41.72	25	1,043	3.0	3,129
Medium Density Residential	24.10	42	1,012	2.1	2,126
Live Work Residential	1.20	42	50	2.1	106
High Density Residential	14.56	85	1,238	1.7	2,104
<b>Total</b>	<b>81.58</b>	<b>n/a</b>	<b>3,343</b>	<b>n/a</b>	<b>7,464</b>
Population of 7,464 equates to 51.05 persons per gross hectare **					

\*\* For this plan, density and population numbers correspond to land reserved for residential areas only (including local commercial, but excluding employment areas, restricted areas etc.).

The purpose of these policies is to provide for a range of housing types within Westerra that provide for choice and diversity to meet market demand while accommodating different economic levels, backgrounds and stages of life. Multi-unit and innovative housing will be located throughout the Plan area to help achieve density requirements. Appropriate interface areas will be provided along with gradients in density to provide for transition and compatibility between the various uses. [#2024-56, s.15, 2024]

**POLICIES:**

- 3.5 (a) **Low-density housing, as defined in Part A of the OCP, shall represent the predominant residential housing form in the community. [#2024-56, s.16 2024]**
- 3.5 (b) **Multi-dwelling residential development shall be located throughout the area predominantly in locations that support transit and mixed use development.**
- 3.5 (c) **Multi-dwelling residential development should be sensitive to the context of adjacent development and have a strong street presence.**
- 3.5 (d) **In addition to low-density housing and multi-dwelling development, alternative forms of housing shall be encouraged and supported within the community in order to meet the needs of different lifestyles and to support the delivery of affordable housing. [#2024-56, s.16, 2024]**
- 3.5 (e) **Alternative forms of housing may include, but are not restricted to: secondary suites; live-work housing; laneway housing and mixed-use housing.**

### **3.5.1 Low-Density Residential**

The majority of residential development in Westerra will be low-density residential development, as defined in Part A of the OCP. Low-density residential development is envisioned mainly in the central and southern half of community. Laned product will be made available in appropriate locations along with a variety in lot sizes and dimensions.

**POLICIES:**

- 3.5.1 (a) **The predominant use of land within the low-density residential area shall comply with the definition of 'low-density' in Part A of the OCP.**
- 3.5.1 (b) **The general categories of uses identified shall be refined through the land use districts applied to the residential area.**

**[#2024-56, s.17, 2024]**



### **3.5.2 Medium-Density Residential**

Medium density residential will form the second largest category of residential land use in the community. Medium density is similar in overall impact and visual appearance to low – density development but consists of various types of ground oriented multi-family housing forms such as semi-detached, row – housing and certain mixed – use developments. Anticipated density for medium density residential development is 42 units per net hectare.

Medium – density residential development is envisioned to be situated in proximity to collector roadways to keep traffic out of the low – density areas and to support planned transit routing. Notwithstanding, this type of development falls within the middle of the density continuum and can be easily integrated with the lower – density areas on a limited basis without negative impacts. The nuanced features of medium – density development housing forms and the ability to blend with areas of low – density enhances the mixed – use character of the community.

#### **POLICIES:**

- 3.5.2 (a) The predominant use of land within the medium-density residential area shall be multi - dwelling development, as described in the definition of ‘medium-density’ in Part A of the OCP, and appropriate mixed-use developments. [#2024-56, s.18, 2024]**
- 3.5.2 (b) The types of uses may be permitted within the medium-density residential area should be consistent with the definition of ‘medium-density’ in Part A of the OCP, where determined to be compatible and appropriate. [#2024-56, s.18, 2024]**
- 3.5.2 (c) Repealed [#2024-56, s.18, 2024]**
- 3.5.2 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

### **3.5.3 Live Work Residential**

A small portion of the future residential area is envision for future live - work residential uses. The intent of the live work residential area is to support a transition from main street retail / mixed use area to centralized open space and predominantly residential areas in the south portion of the plan area. This classification will permit the development of medium density housing forms in conjunction with limited business, office or limited retail functions. The anticipated density of the live work residential area is 42 units per net hectare. The proposed blocking of the live work area, road network and alley configuration will support on street parking and rear unit access which could be utilized to meet visitor parking requirements. The joint tenure and smaller scale of live work buildings between residential and business use will help differentiate the live work area from the main street area and which may consist of mixed retail and residential uses and will define the character of the entrance to Westerra from Dewdney Avenue.

#### **POLICIES:**

- 3.5.3 (a) Live/work building units may be considered for development within the urban centre, between the proposed main street and the neighbourhood park/urban plaza.**
- 3.5.3 (b) The predominant use of land within the live work area shall be medium residential development with optional small scale business, office or retail functions which are secondary to the primary residential use of the building.**
- 3.5.3 (c) Repealed [#2024-56, s.19, 2024]**
- 3.5.3 (d) The general categories of uses identified shall be refined through the Land Use Districts applied to the medium – density residential area.**

### 3.5.4 High-Density Residential

High density development in Westerra shall generally consist of multi – family development typically characterized by smaller units and higher – rise developments (four stories and less) such as apartments and mixed – use developments. High density residential development is envisioned to be situated near entryways into the community, along collector roadways and transit routes and in immediate proximity to the urban centre. High density residential development in Westerra could potentially accommodate seniors housing when located in proximity to transit, services and amenities. Anticipated density for high density residential development is 85 units per net hectare.

#### **POLICIES:**

- 3.5.4 (a) Higher density residential development shall be generally directed to those lands and surrounding areas identified as the urban centre and along the major roadways and transit corridors identified to support the development of the NP area.**
- 3.5.4 (b) The predominant use of land within the high-density residential area shall be as described in the definition of ‘high-density’ in Part A of the OCP and mixed – use developments where appropriate.**  
[#2024-56, s.20, 2024]
- 3.5.4 (c) Notwithstanding policy 3.5.4 (b) higher density buildings greater than four stories in height may be permitted within the urban centre where parking provided is located within the building.** [#2024-56, s.20, 2024]
- 3.5.4 (d) Repealed** [#2024-56, s.20, 2024]
- 3.5.4 (e) Repealed** [#2024-56, s.20, 2024]
- 3.5.4 (f) The general categories of uses identified shall be refined through the land use districts applied to the high – density residential area.**

## 3.6 Urban Centre

Consistent with the direction set out in the City of Regina Official Community Plan, Westerra envisions the creation of a lively, activated urban centre as a key component of its land use and development framework. In the most general sense, the purpose of the urban centre is as follows:

- To create a daily shopping, living and employment focus for the surrounding area; and
- To provide a wide range of retail goods and services serving Westerra and the surrounding area.

For the purposes of this Neighbourhood Plan, the urban centre is generally considered to consist of a portion of the community retail area, main street area, live work residential and medium - high density residential areas situated in the north central portion of the plan area. The location of medium to high density development in proximity to the urban centre has been undertaken to activate and support these varying scales of retail and employment uses and to support this area as the main focal point of Westerra.

#### **POLICIES:**

- 3.6 (a) The use of land in the urban centre should include: a main street retail area; high density residential; a community retail area; live/work residential; medium density residential; local commercial services; civic and recreational uses; urban plaza and a transit hub.**
- 3.6 (b) Public uses and accessory uses may also be allowed within the urban centre where determined to be compatible and appropriate.**

- 3.6 (c) The general categories of uses identified shall be refined through the land use districts applied to the urban centre at the time of a land use bylaw amendment application.
- 3.6 (d) The urban centre should be designed and developed as a compact, mixed-use pedestrian oriented environment.
- 3.6 (e) Vertical mixed use development of residential uses with retail uses within the urban centre should be encouraged.
- 3.6 (f) Local/neighbourhood office and medium scale office may be allowed within the urban centre, in accordance with the office policies of the *Design Regina OCP*.
- 3.6 (g) The gateway to the urban centre situated at the intersection of Dewdney Avenue and the proposed main street should be framed by buildings with a form and character which respects their gateway function and provides significant aesthetic amenity to Dewdney Avenue .
- 3.6 (h) Within the urban centre area as shown on Figure 10: General Land Use Concept, a centrally located urban plaza should be developed to serve as a key focal point for the plan area and provide a location for passive and active recreational opportunities, outdoor civic activities, arts/ culture events and leisure. Key elements of the plaza may include: public art, fountain(s), hard surfacing, performance area, etc.
- 3.6 (i) The City may amend the Zoning Bylaw in order to ensure that appropriate standards and regulations are enacted, which will implement the policies of this Plan relating to the design and function of the urban centre.

## 3.7 Main Street Retail

The central access point into Westerra is intended to be formed and characterized by a main street retail land use and built form. Served by angled parking and characterized by a well landscaped and defined central median, the main street retail area is envisioned to be fine – grained, street – level small format retail uses with pedestrian and vehicular access from the street. Where possible, vertically mixed-use buildings with residential uses situated above retail shall be encouraged. The built form of the main street retail area is anticipated to be approximately 1-2 storeys in height which will provide definition of this area as the centre of Westerra and also establish a sense of enclosure to the pedestrian environment. The pedestrian environment is key in this type of retail use and attention to architectural and urban design details shall remain paramount. Residential density and intensity is envisioned to cluster around the main street retail area, which is intended to support and activate this proposed land use.

### POLICIES:

- 3.7 (a) The use of land in the main street retail area may include: civic and recreational uses; small format retail; mixed use retail/residential; mixed use retail/office/employment; local commercial services, entry features; and one or more bus transit stops.
- 3.7 (b) The predominant use of land in the main street retail area shall be smaller-scale retail uses and employment or residential uses located in mixed use buildings fronting onto the central main shopping street.
- 3.7 (c) Pedestrian use shall be priority when designing streetscape features such as store fronts, sidewalks, walkways, etc.
- 3.7 (d) The general categories of uses identified shall be refined through the land use district applied to the main street retail.

### 3.8 Community Retail

The community retail area will primarily accommodate medium scale commercial uses that cater to the daily needs of local residents. A secondary use within the community retail area may include high density residential development located within the south and/or east boundaries of the community retail area.

Community retail falls within the middle range of the retail continuum and blends well with main street retail on the eastern edge and large format retail on the western edge. As such, the community retail serves as a transition between the main street commercial uses to the east and the large format retail to the west. The commercial uses are located along Dewdney Avenue for maximum exposure to traffic and to create the conditions for a transit hub. Commercial traffic can easily travel from the community retail area to the large – format retail area to the west. The addition of strategically placed high density residential development within this area will further strengthen the urban centre and serve as an appropriate transition to medium density residential uses to the south of these lands.

Community retail uses might include small to medium scale commercial uses such as banks, pharmacy, liquor store, grocery store, restaurants, hotels, and personal services such as hair salons. Accessory uses to the community retail area are envisioned to include parking areas, pedestrian walkways and plazas where appropriate. Pedestrian features should be integrated into the design of the community retail area to support safe pedestrian circulation and promote and enhance linkages and connections to surrounding development including adjacent residential areas and the proposed main street retail area.

#### **POLICIES:**

- 3.8 (a) The use of land in the community retail area may include: community retail (e.g. grocery stores, restaurants, hotels, shops and services); plazas and walkways; office and other employment related uses; civic and recreational uses; local commercial services; one or more bus transit stops and high density residential (at the south and/or east boundaries of the community retail).**
- 3.8 (b) Should the City require the development of a central transit hub facility in proximity to the community retail area, the master site development plan of the community retail area should support synergy between the transit hub and the adjacent community retail uses.**
- 3.8 (c) Public uses and accessory uses may also be allowed within the community retail area where determined to be compatible and appropriate.**
- 3.8 (d) The general categories of uses identified shall be refined through the land use districts applied to the community retail area.**
- 3.8 (e) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed community retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.**

### 3.9 Large Format Retail

The large format retail area will serve as a regional draw that benefits from high visibility, large traffic volumes and convenient access from Dewdney Avenue and Pinkie Road. Large format retail typically includes larger format stand – alone structures with parking sufficient to accommodate a regional trade market. Large format retail building forms typically involve single story, large footprint, buildings and are usually located on a single site. They are also typically operated as part of a chain store. Larger volumes of traffic are anticipated to visit the large format retail and accordingly it is situated at a major intersection with two access points off of Dewdney Avenue and Pinkie Road.

#### **POLICIES:**

- 3.9 (a) The predominant use of land in the large format retail area should be larger format retail commercial uses that serve as a regional commercial draw and support the development of the large format retail, community retail and main street areas.**



- 3.9 (b) The following additional uses may be allowed in the large format retail area where determined to be compatible and appropriate: plazas and walkways; public uses, and accessory uses.
- 3.9 (c) The general categories of uses identified shall be refined through the land use districts applied to the large format retail area.
- 3.9 (d) As a prerequisite for rezoning and subdivision approval, a master site development plan shall be submitted, pertaining to the proposed large format retail area, which shows the general location of: building footprints; landscaping and lighting; parking; access; pedestrian connections; traffic signals and markings; transit facilities; etc.

## 3.10 Business Park

The purpose of the business park area is to accommodate light industrial uses, office uses and other employment generating land uses within a comprehensively developed business park format. The business park has been strategically located in the north east portion of Westerra to address the land use constraints associated with the Regina International Airport, specifically lands with the NEF contour of 30 or greater.

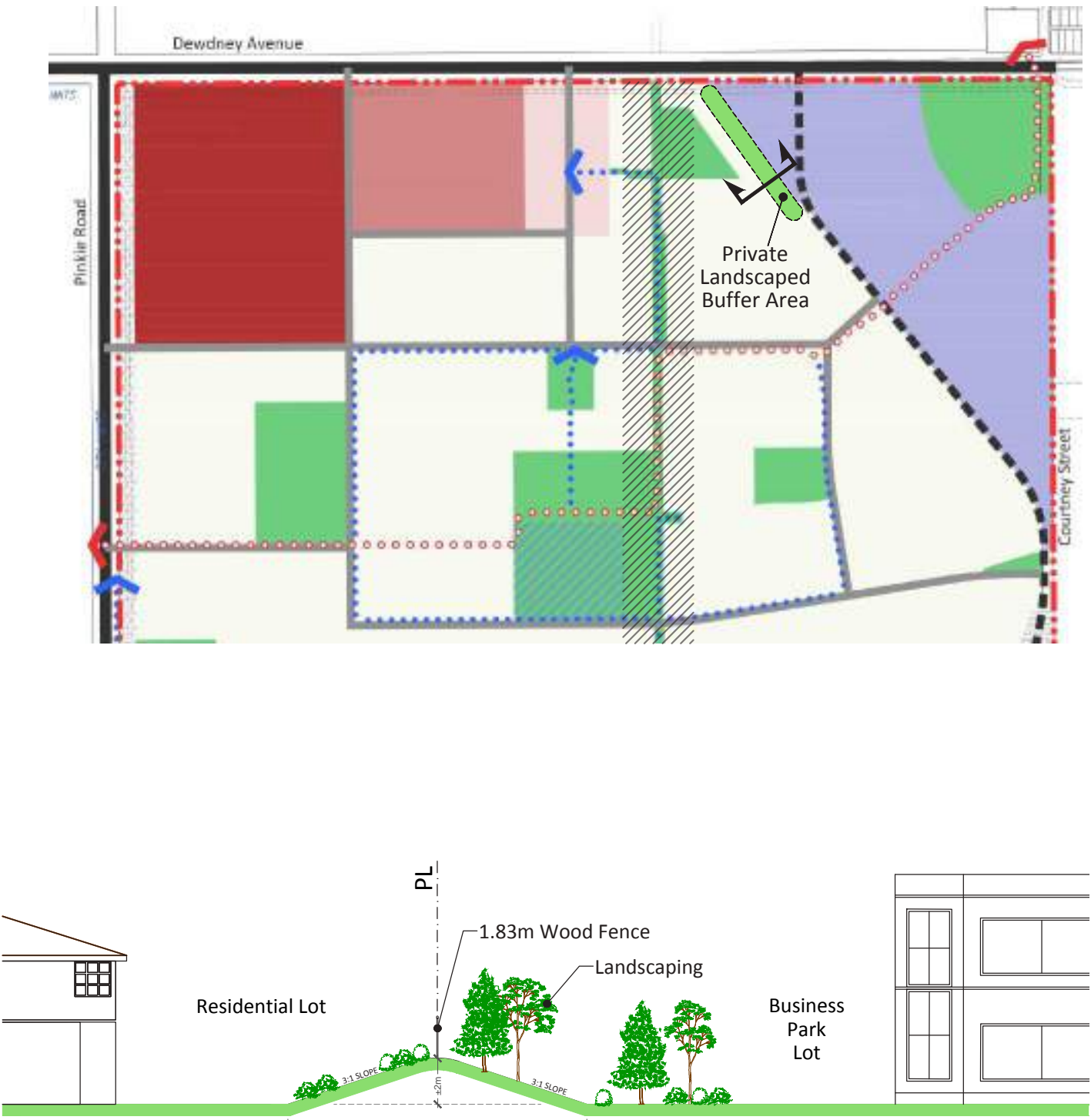
The business park area is situated between residential uses to the southwest and municipal reserve uses to the northeast. As part of the generalized land use concept, provisions have been made to establish a greenway connection through the business park area to connect with the parks and open space system proposed for Westerra with the Dieppe community to the north. It is anticipated that this greenway connection, coupled with the proposed municipal reserve network shall provide passive and active recreational opportunities.

In order to establish a consistent and appropriate interface between the proposed business park and the adjacent residential uses, the City may require the construction of a landscaped berm, which is located on private lots and is privately owned and maintained. A conceptual overview of the proposed berm treatment is outlined in **Figure 11: Business Park - Residential Interface**. It is anticipated that once constructed, all obligations to maintain the landscaped berm shall be the responsibility of residential and business park lot owners.

### POLICIES:

- 3.10 (a) Land uses within the business park area should generally correspond with the City's Prestige Industrial zone; however, the City may consider other appropriate uses, such as:
  - I. Office development, in accordance with the Official Community Plan (Part A)
  - II. Light industrial development located on lots within the interior of the business park area;
  - III. Research and development;
  - IV. Compatible and appropriate commercial development.
- 3.10 (b) The general categories of uses shall be refined through the land use districts applied to the business park area.
- 3.10 (c) In order to achieve a high quality, fully serviced employment area for Westerra and surrounding area, the business park area shall provide for an integrated sidewalk, walkway, pathway and greenway system to accommodate transit stops, pedestrian connectivity, and building linkages.
- 3.10 (d) In order to ensure compatibility with the adjacent residential areas, the business park should be designed to provide a well-defined interface and transition to the adjacent residential areas.
- 3.10 (e) Notwithstanding any other policy herein, the City shall not require the construction of the buffer described in Figure 11 - Business Park - Residential Interface, unless authorized by the Zoning Bylaw; however, the landowner(s) are encouraged to undertake the buffer construction as a private development.

Figure 11 - Business Park - Residential Interface



## 3.11 Civic Uses

Civic uses are addressed in *Design Regina OCP* in terms of culture, health and safety and social needs. Civic needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. In addition to providing high level guidance to civic uses within the NP area, the NP also provides a framework for the parks and open space system.

### 3.11.1 Potential School Site

Institutional needs have been assessed for Westerra in consultation with the appropriate agencies and provided for accordingly in the NP. The school authority has indicated the potential need for a school site in the area and the Plan has been designed to incorporate this use along with connections to the parks and open space system. Should a school not be required on this land, the alternative would be park space.

#### POLICIES:

- 3.11.1 (a) A site for a potential school shall be reserved, as generally shown on Figure 10 - General Land Use Concept; however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school site.
- 3.11.1 (b) The concept plan that applies to the proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate park area should the school not be required.
- 3.11.1 (c) Portions of the potential school site intended for building and development purposes shall not be situated within the following areas:
  - Those lands situated with the NEF 30 or greater noise forecast contour of the Regina International Airport
  - Those lands situated within 60 metres of the natural gas pipeline situated in the SaskEnergy gas line easement
  - Those lands situated within 75 metres of the CPR right of way
- 3.11.1 (d) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan which includes the potential school site may allow for those portions of the potential school site identified for building and development purposes to allow for park uses without an amendment to this plan, or any applicable concept plan, being required.

### 3.11.2 Emergency Services Facility

The planning for a future fire hall location within Westerra has been requested by emergency services personnel during the preparation of this Neighbourhood Plan. **Figure 10 - General Land Use Concept** has identified the approximate location of a future fire hall which would have good access and be compatible with adjacent land uses. The exact location and size of this site will be determined at the time of zoning and subdivision.

In the event of an emergency requiring fire response prior to the construction of an additional fire hall in Westerra, the plan area is anticipated to be served by the existing City fire hall at 3855 Dewdney Avenue. The estimated emergency response time from this facility to Westerra is approximately 7 minutes as the fire hall is situated approximately 4.5 km from the planned main street entrance to Westerra. The main Police station located in downtown Regina is expected to provide police service to the area. The plan area is also expected to be served by the Ambulance base located at Albert Street and Dewdney Avenue.

#### POLICIES:

- 3.11.2 (a) Specific needs and location of an additional Emergency Services site shall be identified at the time of zoning and subdivision under consultation with local emergency services personnel.

## 3.12 Parks and Open Space

The City of Regina Open Space Management Strategy was adopted in October 2007 with five main objectives. Firstly to make sure the city's open spaces are planned with maximum flexibility to accommodate multiple uses. Secondly the intent is to ensure that planning for park space is incorporated into the overall planning process and to ensure that the municipal open space system is coordinated and linked in a comprehensive manner throughout the city.

The open space system for Westerra has been designed to support the stormwater management requirements of the NP as well as to provide recreational and amenity space to residents and visitors. In general terms, the open space system consists of both municipal reserve, municipal buffer dedications and municipal utility parcel(s). Efforts have been undertaken to consider the linkages and relationship between these open space elements.

The parks and open space system has been designed to provide ease of access to the majority of future residents of Westerra. A five minute walking radius standard was utilized to distribute the parks throughout the plan area. The form and function of park dedication and the parks programming should be established at the time of the concept plan, zoning and subdivision.

### **POLICIES:**

- 3.12 (a) The parks and open space system for Westerra should consist of a combination of municipal reserve, municipal buffer(s) and municipal utility parcel(s).**
- 3.12 (b) A minimum of 10% for gross residential areas and 5% for gross non residential areas within the plan area should be devoted to municipal reserve; however, the City shall first deduct, from the gross area, land use elements that qualify, in accordance with the Planning and Development Act, 2007, for municipal reserve exemption.**
- 3.12 (c) Municipal reserve (park spaces) should:**
  - Be centralized to support neighbourhood activities
  - Be highly visible to address CPTED issues and concerns
  - Be accessible and strategically located
  - Serve as a terminus or place making function where appropriate
  - Support linkages between the Devonian pathway and the Dieppe neighbourhood
  - Be designed for year round use where possible
  - Be designed to be accessible to the physically disabled
- 3.12 (d) The configuration of the Westerra Open Space Network is generally shown on Figure 12: Parks, Pathway and Open Space Network but shall be confirmed at the concept plan, zoning and subdivision stage to the satisfaction of the City of Regina.**
- 3.12 (e) Programming for the Open Space areas shall take place at the Concept Plan, Zoning and/or Subdivision Stage.**
- 3.12 (f) As a condition of subdivision approval for each phase of development, the Developer shall provide a public open space amenities plan, prepared by a qualified professional, to detail the specific type and location of public open space dedication, including an illustration and description of proposed grading, plantings, and/or improvements anticipated therein, to the satisfaction of the City.**



3.12 (g) All improvements proposed within a public open space shall be provided by the Developer and maintained by the City of Regina, as per a subdivision and development agreement established at the subdivision stage to the satisfaction of the City of Regina.

3.12 (h) Where parks are intended to accommodate stormwater:

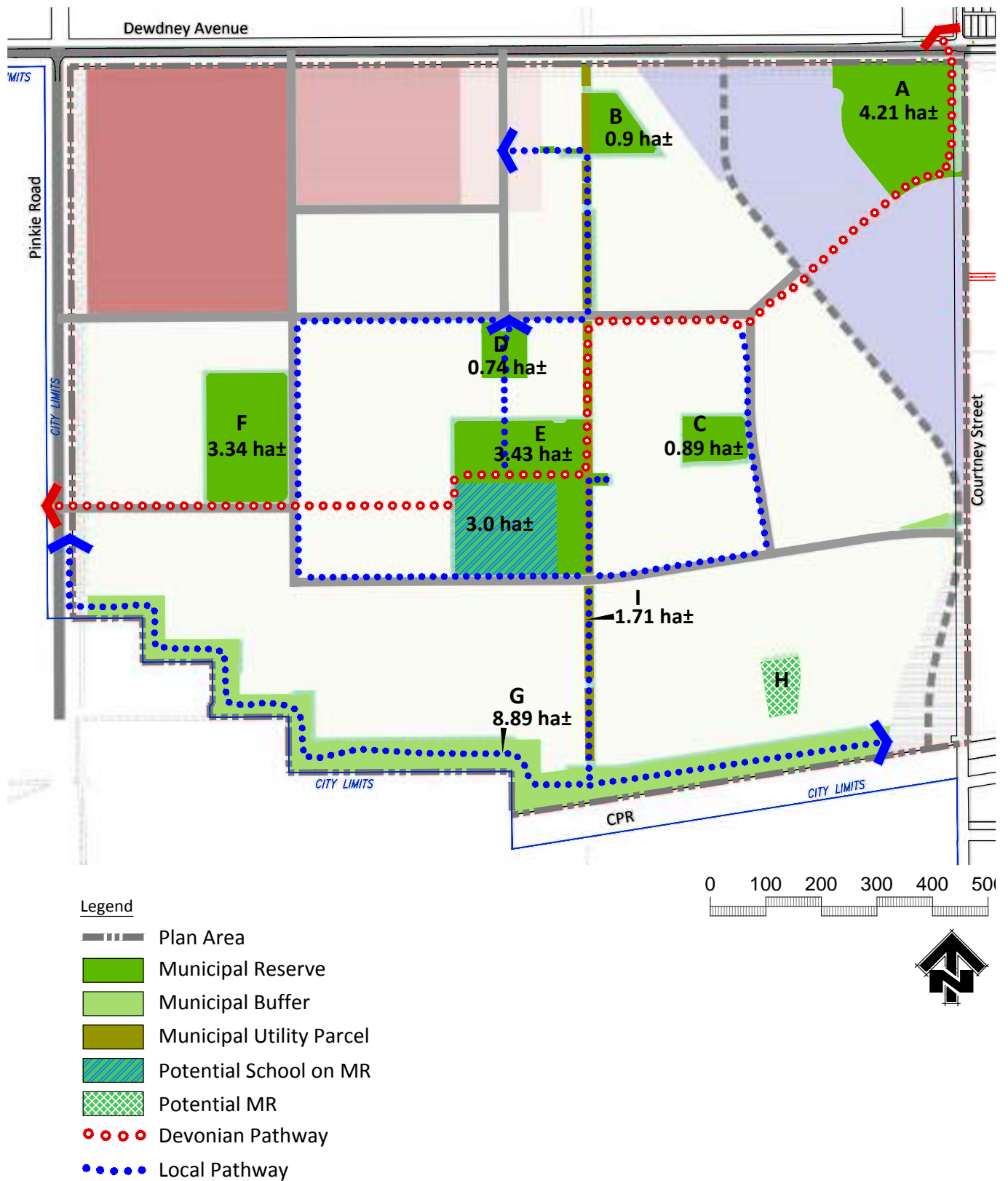
- I. The parks shall be designed to support active recreation as the primary use;
- II. A design solution and drainage study shall be submitted by the developer, at the subdivision stage, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

**Table 4 - Open Space System and Potential Facilities**

AREA	TYPE	POTENTIAL FACILITIES	AREA (HECTARES)	AREA (ACRES)
A	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	4.21	10.40
B	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.90	2.22
C	Municipal Reserve	Neighbourhood Park, Playfield, and Playground	0.89	2.20
D	Municipal Reserve	Urban Park/Plaza, soft and hard landscaping improvements, local pathway	0.74	1.83
E	Municipal Reserve	Neighbourhood Park that supports a multi-purpose sports field and/or school site and play area	6.43	15.89
F	Municipal Reserve	Neighbourhood Park that supports multi-purpose sports fields and play areas.	3.34	8.25
G	Municipal Buffer	Landscaped Berm, Fencing, Local Pathway	8.89	21.97
H	Potential Municipal Reserve	Neighbourhood Park and playground	0.00	0.00
I	Municipal Utility Parcel	Linear Park, Pathway	1.71	4.23
Total			27.11	66.99

An overview of the proposed municipal reserve network is outlined in **Figure 12: Parks, Pathway and Open Space Network**. A summary of the major open space areas within the Neighbourhood Plan, classification type and intended programming is outlined in **Table 4 - Open Space System and Potential Facilities**. It is anticipated that the detailed programming of reserve lands shall be provided at the time of concept plan, land use and subdivision application and developed in consideration of all overall facility requirements based on forecast population and in consultation with the City of Regina parks department. Where appropriate, reserve lands may be utilized in part to support the development of community gardens within Westerra.

**Figure 12 - Parks, Pathway and Open Space Network**



### 3.12.1 Pathways and Trails

Local and regional pathway systems will be provided throughout the NP area as an amenity for residents as shown in **Figure 12: Parks, Pathway and Open Space Network**. Local and regional pathways will promote a healthy environment, active living and social interaction.

The regional pathway system has been designed to link into the regional Devonian pathway system within the Dieppe community to the northeast. A greenway following a northeast diagonal axis transitioning between the residential and the business park area will be implemented as part of the road network in accordance with the City of Regina's policies regarding same.

#### POLICIES:

- 3.12.1 (a) A network of linear open space and pathways should be established generally in conformance with **Figure 12: Parks, Pathway and Open Space Network**.
- 3.12.1 (b) Internal pathways and open spaces shall be illustrated in a Concept Plan for each area of development, and shall provide links to the overall NP pathway system identified in **Figure 12: Parks, Pathway and Open Space Network**.
- 3.12.1 (c) As shown on **Figure 12**, pathways shall be designed and implemented as part of the Westerra road network to supplement and support the proposed open space network, local and regional pathway system.

### 3.12.2 Municipal Reserve

The purpose of these policies is to outline the future dedication of municipal reserve land in order to meet the educational and recreational needs of Westerra. As outlined on **Figure 12: Parks, Pathway and Open Space Network** proposed municipal reserve dedication is situated throughout the plan area to support a range of amenity spaces, passive and active recreational opportunities for residents and visitors to Westerra. Based on the provisions of the *Planning and Development Act*, the total amount of municipal reserve owing (residential and non-residential) based on the land use plan for Westerra is +/- 16.59 hectares. It is anticipated that this number will be refined and confirmed as concept plan, land use and subdivision applications proceed. An overview of municipal reserve requirements and proposed municipal reserve dedication is outlined on **Table 5 - Municipal Reserve Requirements and Proposed Dedication**.

#### POLICIES:

- 3.12.2 (a) The location, size and use of municipal reserve space shall generally be in accordance with **Figure 12: Parks, Pathway and Open Space Network**, **Table 4 - Open Space System and Potential Facilities** and **Table 5 - Municipal Reserve Requirements and Proposed Dedication**; however, the exact location, size and use of municipal reserve shall be determined at the concept plan stage and finalized at the subdivision stage.

**Table 5 - Municipal Reserve Requirements and Proposed Dedication**

	± HECTARES	± ACRES
<b>Total Plan Area</b>	<b>199.84</b>	<b>493.79</b>
Less Courtney Overpass Right of Way Dedication and Purchase	2.21	5.46
Less Regional Roadways (Courtney Street as Minor Arterial)	4.58	11.31
Less Pinkie Road Right of Way Dedication and Purchase	2.90	7.17
Less Municipal Utility Parcel lands	1.71	4.22
<b>Gross Developable Area (for municipal reserve calculation purposes)</b>	<b>188.44</b>	<b>465.63</b>
Gross Residential Area of GDA	143.50	354.60
MR outstanding (10 % Gross Residential Area)	14.35	35.46
Gross Non - Residential Area of GDA	44.93	111.03
MR outstanding (5 % Gross Non – Residential Area)	2.25	5.55
<b>Total Municipal Reserve Requirement (Residential and Non - Residential)</b>	<b>16.59</b>	<b>41.01</b>

\*Additional municipal reserve will be dedicated in phases 2 and 3 to ensure requirements of the PDA are met.

### 3.12.3 Municipal Buffer

Municipal buffer dedication is intended to provide a buffer to prevent land use conflicts. In the Westerra NP, the southern boundary of the plan area has been carefully designed to accommodate a sensitive interface alongside the residential development and the CPR line and adjacent industrial area to the south. This will qualify as municipal buffer dedication (MB) and has been incorporated to form part of the parks and open space system. This buffer will be designed and constructed to include a landscaped berm, pathway and perimeter fence as shown in **Figure 9 - Land Use Transition Buffer**. As such, this buffer serves to transition between land uses but also supports the recreational needs of residents. The Plan proposes to dedicate +/- 8.89 hectares of municipal buffer. At the time of detailed design, the municipal buffer may be constructed in accordance with the specifications outlined in the Guidelines for New Development in Proximity to Railway Operations and also in consideration of any future noise impact/attenuation studies completed in advance of Phase 3.

#### POLICIES:

- 3.12.3 (a) The location, size and use of municipal buffer space shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 4 - Open Space System and Potential Facilities; however, the exact location, size and use of municipal buffer shall be determined at the concept plan stage and finalized at the subdivision stage; furthermore, a municipal buffer along non-railway lands shall be at the discretion of the City.
- 3.12.3 (b) The design and configuration of the proposed municipal buffer should be in general accordance with Figure 9- Land Use Transition Buffer.



### **3.12.4 Municipal Utility Parcel(s)**

Municipal utility parcel dedication is intended for lots and/or corridors that provide an exclusive public utility function. For the purposes of this plan, portions of the SaskEnergy pipeline right of way have been identified for future dedication as a municipal utility parcel. Although dedicated for utility purposes, it is intended that these lands will also serve part of the overall parks and open space system by accommodating pathway, and landscaping improvements as permitted by the existing encumbrances registered on title. Where portions of the pipeline have not been identified within a future municipal utility parcel, the registered right of way and associated encumbrances shall carry forward on to subdivided lands. All future development of lands encumbered with the right of way shall comply with the development restrictions as outlined in these encumbrances.

#### **POLICIES:**

- 3.12.4 (a) The location, size and use of municipal utility parcels shall generally be in accordance with Figure 12: Parks, Pathway and Open Space Network and Table 5; however, the exact location, size and use of municipal utility parcels shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 3.12.4 (b) The location and amount of municipal utility parcel dedication shall be detailed at the time of a concept plan, zoning and subdivision application.**
- 3.12.4 (c) Where permissible by registered encumbrances, municipal utility parcels may include trail and landscaping improvements to support passive and active recreational opportunities and pedestrian/bicycle circulation throughout the NP area.**
- 3.12.4 (d) All future development of lands encumbered by a right of way plan and an accompanying right of way agreement shall comply with the terms of the registered agreement and consult with the registered encumbrance holder in the preparation of site development plans.**
- 3.12.4 (e) Where underground services cannot be accommodated in the back of private lot(s) when abutting designated public space, underground services may be located within a strip of land, dedicated as a municipal utility parcel, abutting the designated public space.**

### **3.12.5 Environmental Reserve**

There are no lands that are eligible for the purpose of the dedication of environmental reserve (ER) land in accordance with the provisions of the *Planning and Development Act*. No significant natural features are present within Westerra, such as wetlands and watercourses. As such, no land has been dedicated as environmental reserve.

# 4.0 Transportation

## 4.1 Overview

**Figure 13: Transportation Network** provides an overview of the transportation concept to support the ultimate development of Westerra. The proposed road network provides for multiple all directional access and egress points to Dewdney, Pinkie and Courtney Street in accordance with City standards and requirements. In support of the Neighbourhood Plan, a comprehensive traffic impact assessment has been completed (submitted under separate cover) to identify immediate and long term improvements to the transportation network necessary to support the implementation of Westerra.

The traffic impact assessment has informed the road network classification for the NP area and provided detailed and technical summary of required improvements to support the phased development of the NP area.

Key findings and recommendations of the traffic impact assessment are as follows:

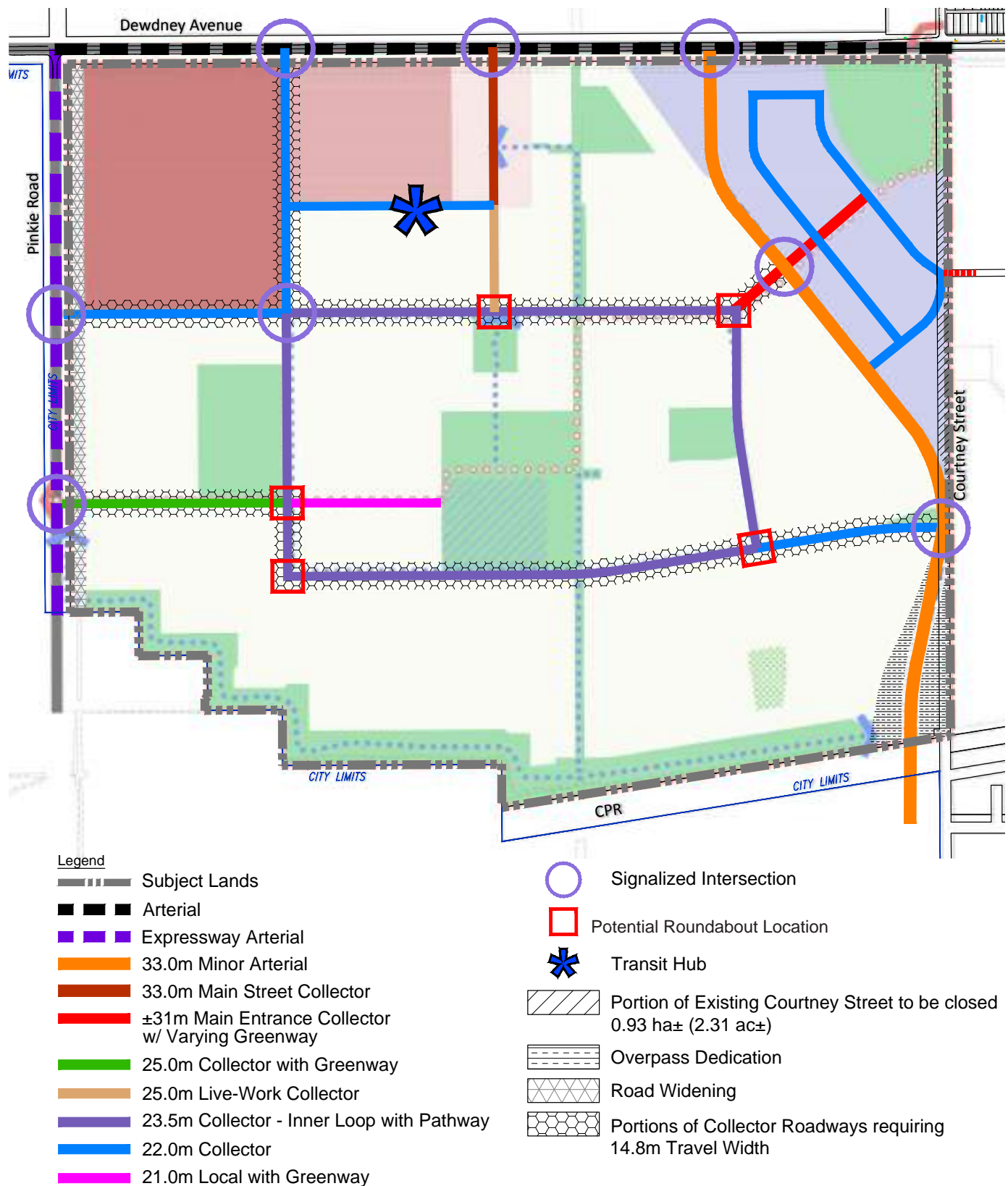
- Dewdney Avenue will require a four-lane cross-section as part of the first phase of development.
- Several intersection treatments, particularly left-turn bays entering and exiting the development will be required along Dewdney Avenue in order to efficiently service the site.
- Pinkie Road and Courtney Street are expected to operate relatively well with a two-lane cross-section at the Phase 1, Year 2020 forecast horizon, however will require an upgrade to a four-lane cross-section by the Year 2040 forecast horizon.
- It is recommended that Pinkie Road and Courtney Street be widened as required based on traffic growth and the need for additional north-south capacity in West Regina.

### **POLICIES:**

- 4.1 (a) **A maximum of two (2) all directional access points to Pinkie Road, three (3) all directional access points to Dewdney Avenue, and two (2) all directional access points to Courtney Street shall be provided to support the ultimate development of Westerra.**
- 4.1 (b) **The location and function of major transportation infrastructure shall generally be in accordance with Figure 13 Transportation Network; however, the exact location and function of major transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage.**
- 4.1 (c) **Land dedication for potential road widening and overpass requirements shall generally be in accordance with Figure 10 - General Land Use Concept. Land dedication requirements shall be confirmed at time of concept plan, redesignation and subdivision.**
- 4.1 (d) **Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.**
- 4.1 (e) **Noise Impact/Attenuation studies may be required at the time of zoning and subdivision of residential lands adjacent to Courtney Street, Pinkie Road and Dewdney Avenue in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.**
- 4.1 (f) **Visual screening and sound attenuation measures such as sound walls should be incorporated into the design of roads where required by a noise impact study. Sound walls should be located on private property.**

- 4.1 (g) Major roadways should connect to existing and planned roads within the City and the RM of Sherwood No. 159 in order to ensure that a coordinated regional network is achieved.
- 4.1 (h) A traffic impact assessment shall be required to accompany concept plan applications in order to confirm internal road network requirements, and appropriate intersection treatments with the external roadway system.
- 4.1 (i) Concept plans prepared for the south portion of the plan area, abutting the CPR corridor, shall identify the location(s) and footprint(s) pertaining to any grade separated rail crossing that may be required.

**Figure 13 - Transportation Network**



Note: The City, at its discretion, may allow variations to the ROW widths without an amendment to the Neighbourhood Plan being required.



## 4.2 Road Network Hierarchy

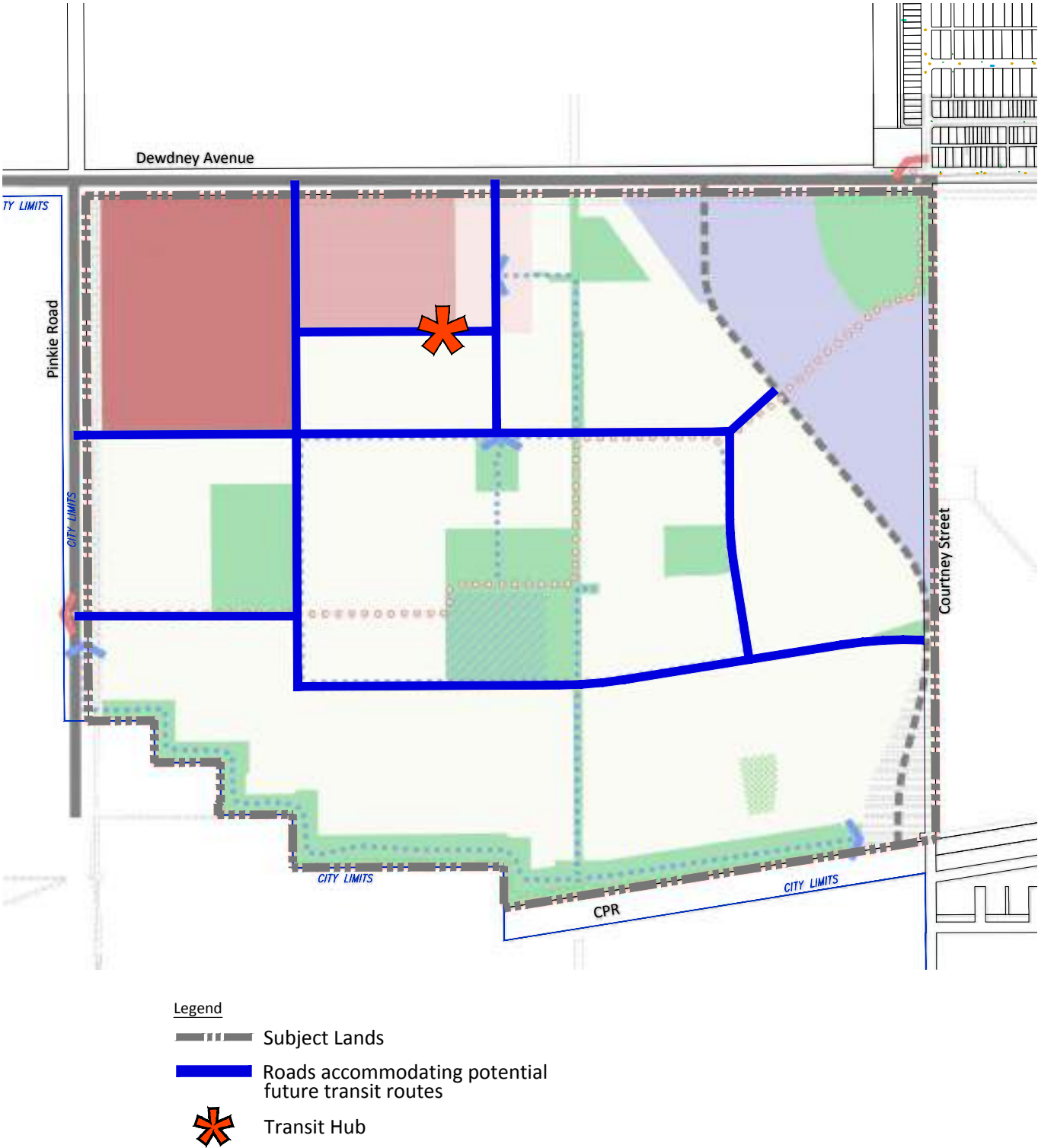
Section drawings of the proposed road network hierarchy shall be confirmed at the time of a concept plan, zoning and subdivision application submission. Roadway sections proposed have been designed to accommodate pedestrian and cyclists requirements to support efficient pedestrian and cycling circulation throughout the plan area. Specifically, a number of roadway sections includes multi-use pathways for the joint use of pedestrians and cyclists.

The proposed road network provides a layout that balances the needs of vehicle, cycling and pedestrian traffic in a safe and efficient manner. In this regard, the internal roads (i.e. collector and local roads) should facilitate connectivity and achieve a high quality neighbourhood environment. Connectivity results from a network design with multiple and parallel routes that disperse vehicle traffic flows and encourage walking, particularly for shorter destination and casual walking trips. A quality neighbourhood environment is achieved through a streetscape containing trees and sidewalks, together with on-street parking and uniform building setbacks and facades. These measures are considered integral to the achievement of a sustainable community design.

### **POLICIES:**

- 4.2 (a) Collector streets within the proposed internal road network are shown on Figure 13:Transportation Network, however, the final configuration of the collector network may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary at the discretion of the City.**
- 4.2 (b) The layout of the collector streets should accommodate effective transit routing.**
- 4.2 (c) The layout of the local streets shall be detailed at the time of concept plan submission and should provide for multiple routing options throughout the NP area.**
- 4.2 (d) The layout of the local streets should ensure direct and efficient connections between the residential areas in the Plan and other origin/ destination points.**
- 4.2 (e) The internal road network and block pattern shall be comprised of interconnected streets that are based on a modified or traditional grid development pattern.**
- 4.2 (f) Final road design cross sections may be subject to minor amendments at the time of a concept plan, zoning and subdivision application without an amendment to this plan being necessary.**
- 4.2(g) The easternmost north-south major roadway should include the following:**
  - I. Pedestrian and cycling infrastructure;**
  - II. A landscaped centre median and boulevards;**
  - III. A design speed and function sufficient to accommodate active transportation; multiple intersections.**
  - IV. A right of way sufficient to accommodate a four lane road with landscaped median and pedestrian infrastructure.**
- 4.2 (h) Roundabouts may be provided as traffic control and calming devices at intersections within the internal road network, as determined appropriate.**
- 4.2 (i) Where appropriate, City roadway design standards may be adjusted or modified to accommodate the provision of a green-way or bike-way.**
- 4.2 (j) The City shall ensure that municipal infrastructure (e.g. roadway overpasses) does not exceed airport related height restrictions.**

Figure 14 - Transit Roads



## 4.3 Public Transit

The purpose of these policies is to provide for efficient public transit service at the point in time where population growth and transit demand makes the provision of local public transit feasible. Roads that will potentially accommodate transit have been identified within the community and marked on **Figure 14: Transit Roads**.

### **POLICIES:**

- 4.3 (a) Roads identified on Figure 14: Transit Roads will be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan being required.
- 4.3 (b) The City may require the construction of a transit hub facility, in accordance with the following requirements:
  - I. The precise location of the transit hub shall be identified through the concept plan process, but shall be located within the urban centre, in close proximity to the main street area, community retail area, and high density residential uses;
  - II. The transit hub may include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities.
  - III. At the City's discretion, the land reserved for the transit hub may be dedicated at the time of subdivision as Municipal Utility Parcel; the land should be sufficient in size to accommodate a modest shelter (e.g. a heated bus shelter of approximately 20 by 30 feet in area).
- 4.3 (c) Transit bus routing and road alignments should ensure that dwelling units are located within a convenient walking distance from a transit stop.
- 4.3 (d) Transit stops should be located to serve multi-dwelling residential projects and activity centres (such as neighbourhood nodes) and achieve walking distance requirements as set out by the City of Regina.
- 4.3 (e) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 4.3 (f) The final location and design of transit stops and amenities shall accompany detailed plans and specifications which follow concept plan, zoning and subdivision approval.
- 4.3 (g) The design and configuration of the transit system and associated improvements to support the development of the NP area shall be undertaken in consultation with the City of Regina.

# 5.0 Servicing Strategy

As part of the preparation of the Westerra Neighbourhood Plan, an analysis of servicing requirements to support the phased development of Westerra was completed. The following section provides an overview of the approach to deliver water, sanitary, stormwater and utility infrastructure to support the development of Westerra. An overview of existing conditions, the servicing requirements to accommodate the proposed development and the timing of major capital improvements necessary to deliver municipal servicing is provided.

## 5.1 Wastewater Collection System

### 5.1.1 Existing Conditions

The existing sanitary sewer system in the vicinity of Westerra consists of a shallow 200mm sewer main that serves the residential properties on Dewdney Avenue east of Courtney Street. This main is not of sufficient depth to provide any service to Westerra. In addition, there is minimal available capacity in the trunk sewer downstream and limited capacity at the McCarthy Boulevard pumping station. Consequently, sanitary sewer service for the Westerra Subdivision must be provided by a new pumping station and forcemain that conveys flows to the dual 1050mm McCarthy Boulevard pumping station forcemains approximately 1.6km north of Dewdney Avenue.

### 5.1.2 Proposed Development

The preliminary wastewater collection system layout is shown in the Sanitary Servicing Concept diagram in **Figure 15: Sanitary Servicing Concept**. In this concept, wastewater flows are conveyed via a gravity collection system to a new sanitary trunk to be constructed through the centre of the development area. This trunk would discharge at the sanitary pumping station along the west edge of the subdivision. The maximum estimated sanitary sewer flows were calculated using the Harmon formula and the “high” population density targets identified in the land use statistics. A summary of the calculated peak flows are indicated in the table below (**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**).

**Table 6 - Peak Wastewater Flows Based on Land Use and Anticipated Density**

	SUMMARY OF LAND USE			SANITARY SEWER DEMANDS		
	Area		Pop Density	Pop	Av Flow	Peak Flow
	ac	ha	ppl/ha	ppl	L/cd	L/s
Low Density Residential	98.34	39.80	75.00	2985	225	36.45
Medium Density Residential	50.94	20.62	88.22	1819	225	22.15
Live/Work Residential	3.28	1.33	87.971	117	225	1.61
High Density Residential	42.54	17.22	144.48	2488	225	26.93
Commercial	64.83	26.24	70.00	1837	454	41.26
Business Park	31.65	12.81	35.00	448	454	12.53
						<b>140.93</b>



In consultation with City of Regina staff, it is understood that the City prefers to adopt a regional approach to municipal infrastructure whenever practical. As such, depending on the timing of development in the vicinity of Westerra, the future lift station may need to be expanded to accommodate flow from external sources such as the Sakimay lands west of Pinkie Road, private development north of Dewdney Avenue to Wascana Creek and east of Pinkie Road. In addition, it may be advantageous to the City to redirect the existing 100mm private forcemain that serves the Brandt Agricultural Products facility located at the southwest corner of this development area.

Although little information is currently available regarding development plans for these external areas, the following assumptions have been made in order to calculate estimated flows that might need to be accommodated by the future sanitary pumping station.

**Table 7 - Wastewater Flows from Outside Sources**

	SAKIMAY	NORTH OF DEWDNEY	BRANDT
Approximate Size (ha)	120	233	15
Assumed Land Use	Industrial	Residential	Industrial
Assumed Density (p/ha)	25	85	25
Estimated Peak Flow (L/s)	83.43	193.66	11.60

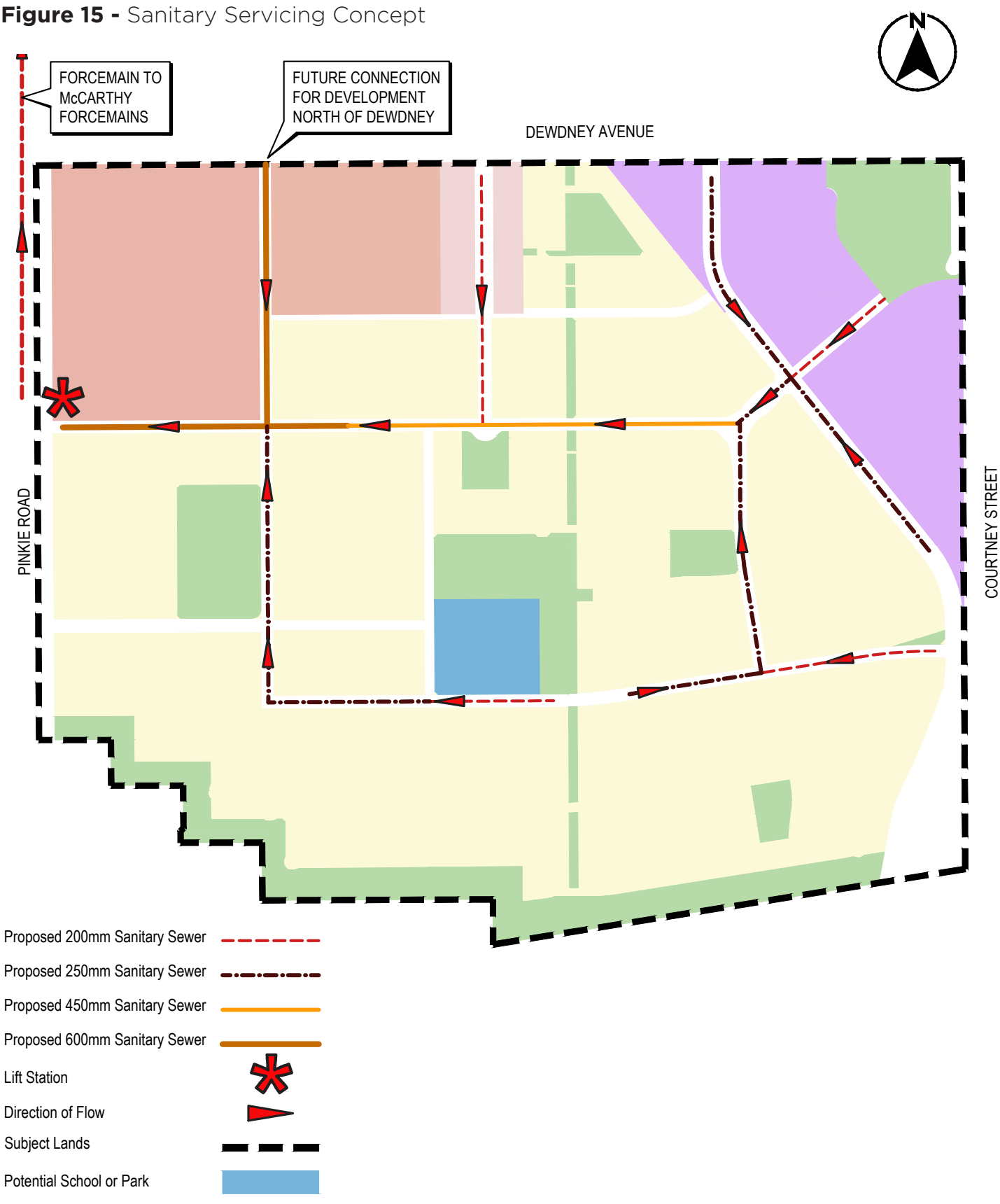
### 5.1.3 Timing of Capital Improvements

As there are currently no sanitary sewer mains in the vicinity of Westerra with the depth or capacity to manage additional flows, the new sanitary pumping station and forcemain are critical capital improvements that must be completed prior to occupancy of any new buildings in this subdivision. Although it is the City's desire to accommodate flows external to this development area with this pumping station, very little information is readily available on the planned land use or timing of development in these neighbouring properties. As such, the wet well and pumps should be designed to be constructed in phases and expanded as needed for future developments. Further, the forcemain from this lift station should either be oversized during the first phase of development or be twinned at a future date when additional capacity is required.

#### POLICIES:

- 5.1.3 (a) The wastewater collection system to service the plan area shall be designed adequately and efficiently to address all required wastewater requirements.
- 5.1.3 (b) The wastewater collection system should be in general accordance with Figure 15: Sanitary Servicing Concept; however, refinements to the sanitary servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 5.1.3 (c) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.
- 5.1.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of a lift station, forcemain, and wastewater collection system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.
- 5.1.3 (e) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and force-main and solutions for providing an appropriate level of service both within the development and beyond.
- 5.1.3 (f) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.

Figure 15 - Sanitary Servicing Concept



## 5.2 Water Servicing

### 5.2.1 Existing Conditions

Water service in this part of the city is available via the trunk main that currently feeds the Global Transportation Hub. This trunk runs adjacent to the subject property along Courtney Street from the CPR crossing to Dewdney Avenue as a 750mm diameter main. It then changes to a 600mm diameter main and follows Dewdney Avenue west towards the GTH.

### 5.2.2 Proposed Development

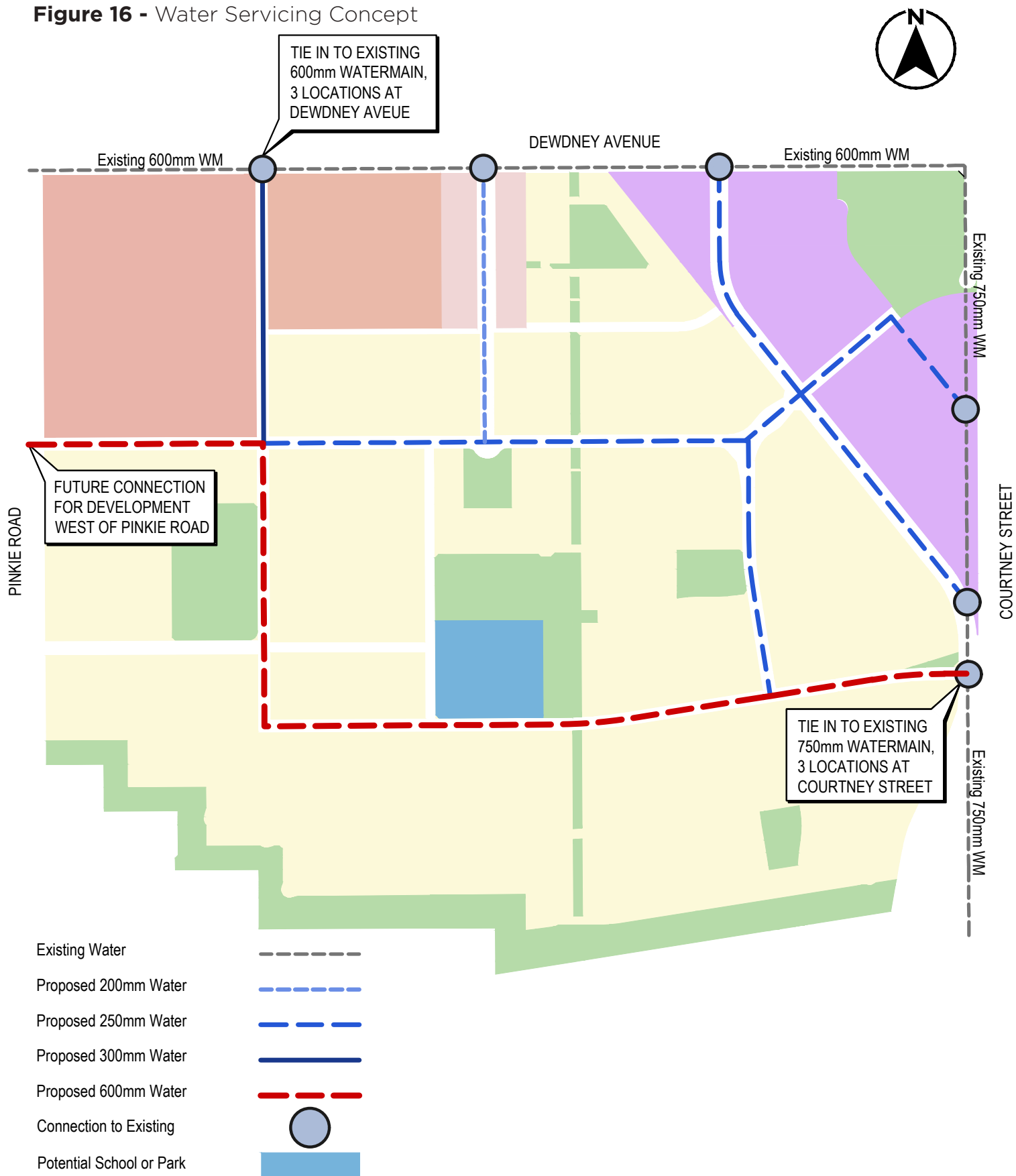
Water service will be provided to this development as shown in the water servicing concept that is included in **Figure 16: Water Servicing Concept**. The following connections to the existing trunk main are proposed:

1. 300mm feeder loop connected to 600 mm trunk at Dewdney
2. 250mm distribution loop to provide Level 3 service to prestige industrial lands connected to the 750mm trunk at Courtney Street and once to the 600mm trunk at Dewdney Avenue
1. **200mm distribution main to provide looped service for the main street retail and live/work residential land use areas connected to the 600mm trunk at Dewdney Avenue**
2. 600 mm trunk main from Courtney Street to Pinkie Road to provide service to future development to the west

In order to support the variety of land uses contained within the proposed development, the water distribution system will need to satisfy Level 1, 2, and 3 fire flow requirements. As such the system was modelled in WaterCAD under the 90L/s, 150L/s and 250L/s fire flow scenarios in addition to the peak day and peak hour demand scenarios. The proposed system was modelled using the City of Regina WaterCAD model for the 235,000 population demand criteria.

The fire flow analysis for full build-out of the subdivision indicates sufficient capacity exists to serve Westerra. Further, the resulting demand for the land use identified within the Westerra Concept Plan was modelled in the City-wide WaterCAD model under the 235,000 population demand criteria. A review of the 90 L/s fire flow scenario for the pre-development condition indicates 271 node failures. Once the Westerra demand is added to the model, there are 274 node failures. Further analysis using Peak Hour demand shows 405 of 4188 (9.7% of the system) nodes falling below the minimum pressure criteria of 269.4 kPa in the existing system compared to 593 failures post-development (13.7% of the system). The average pressure drop after full build-out of Westerra during Peak Hour demand is 4.1kPa.

Figure 16 - Water Servicing Concept





### **5.2.3 Timing of Capital Improvements**

The existing water mains along Courtney Street and Dewdney Avenue have sufficient capacity to provide water service to this subdivision. Consequently, no significant capital improvements shall be required within the water distribution system during the initial stages of development. In the future, if a grade-separated crossing of the CPR is required for Courtney Street, a portion of the 750mm water main may need to be re-aligned such that it is not within the footprint of the crossing.

#### **POLICIES:**

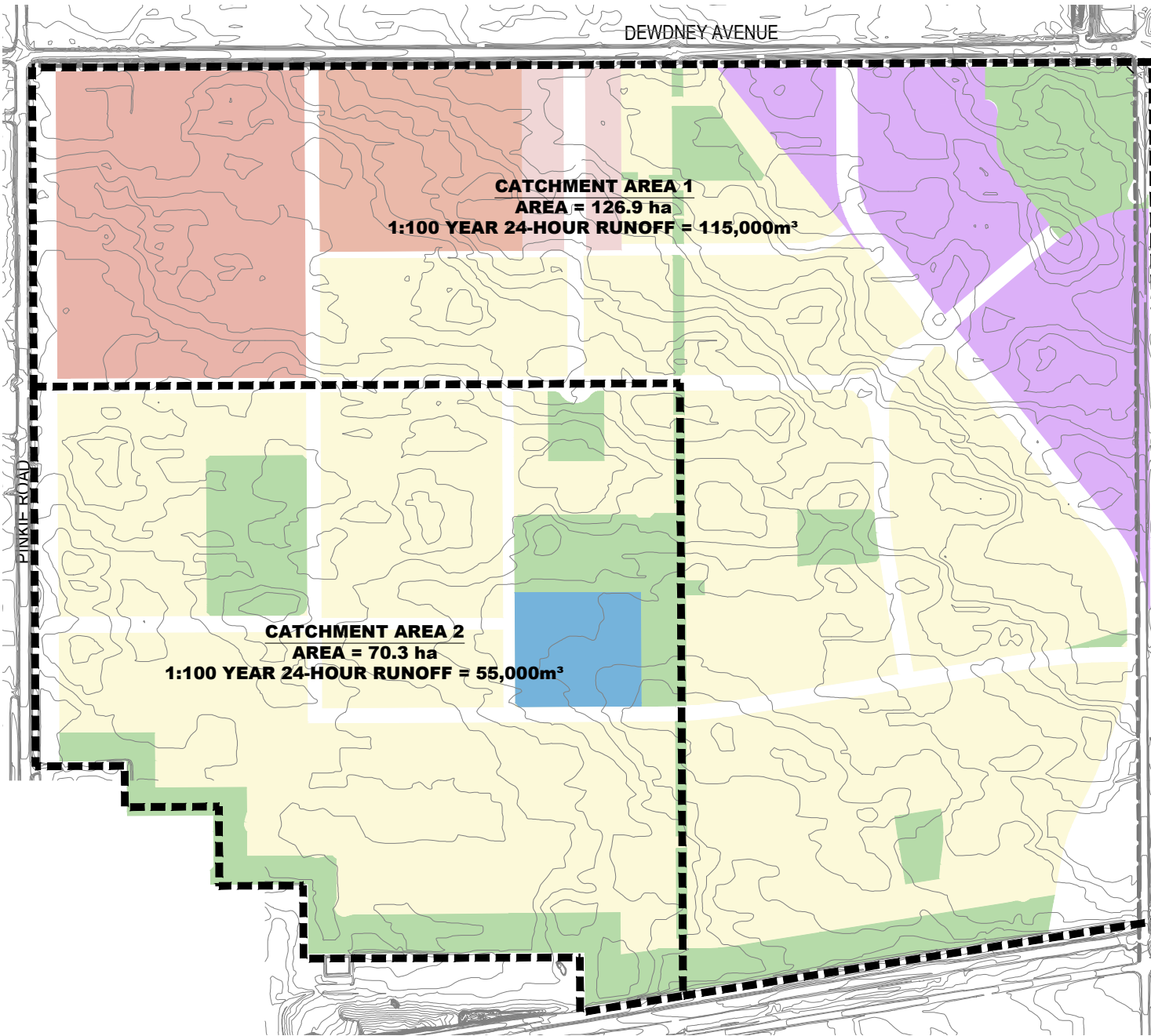
- 5.2.3 (a) The water system to service the plan area shall be designed adequately and efficiently to address water servicing and fire flow requirements.**
- 5.2.3 (b) The water system should be in general accordance with Figure 16: Water Servicing Concept; however, refinements to the water servicing concept may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this Neighbourhood Plan.**
- 5.2.3 (c) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of water servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.2.3 (d) The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.**
- 5.2.3 (e) The 600 mm trunk main from Courtney Street to Pinkie Road has been oversized at the request of the City; therefore, direct service connections shall be allowed from any future residential lots that have frontage on this oversized pipe corridor.**

## **5.3 Stormwater Management**

### **5.3.1 Existing Conditions**

The subject property is currently cultivated farmland separated into two major catchment areas that are separated by a high point that runs diagonally through the area from northwest to southeast. Runoff in the northeast catchment area flows to the 2400mm X 2400mm box culvert through Dewdney Avenue then north to Wascana Creek via the Courtney Street Drainage Ditch. The second catchment area drains to the southwest corner of the property, south along Pinkie road with the final outlet at the Grand Coulee Drainage Ditch. The area is relatively flat with an average grade of 0.5% from the centre to the edges of the property.

Figure 17 - Catchment Area Concept



Potential School or Park

### 5.3.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept whereby the minor (pipelined) system conveys flows generated by the 1 in 5 year storm event and the major (surface) system manages flows generated by the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 24-hour 1:100 year design storm. Stormwater flows for this development were modelled using PCSWMM and the 1:100 year 24 hour City of Regina design storm. Results of this simulation are summarized as follows:

- **Catchment Area #1 – 126.9 Hectares, 100 year 24 hour runoff = 115,000m<sup>3</sup>**
- **Catchment Area #2 – 70.3 Hectares, 100 year 24 hour runoff runoff = 55,000m<sup>3</sup>**

The preferred option for management of stormwater flows is to drain both catchment areas through the northeast outlet to Wascana Creek. During the 2001 Courtney Street Drainage Ditch Improvement project, this outlet was designed and upgraded to manage peak stormwater flows of 15 m<sup>3</sup>/s. Consequently this channel has sufficient capacity to contain the runoff from future development in the vicinity. In order to implement this strategy, a deep storm trunk would be constructed from the west detention pond to the east detention pond.

Preliminary design of the minor system for Westerra shows that a storm trunk starting at the southwest boundary of the property and draining towards Dewdney Avenue by gravity will result in an invert elevation that is 1.60m below the south invert of the Dewdney Avenue culvert. As such, three options have been reviewed to convey flows to the outlet at Wascana Creek:

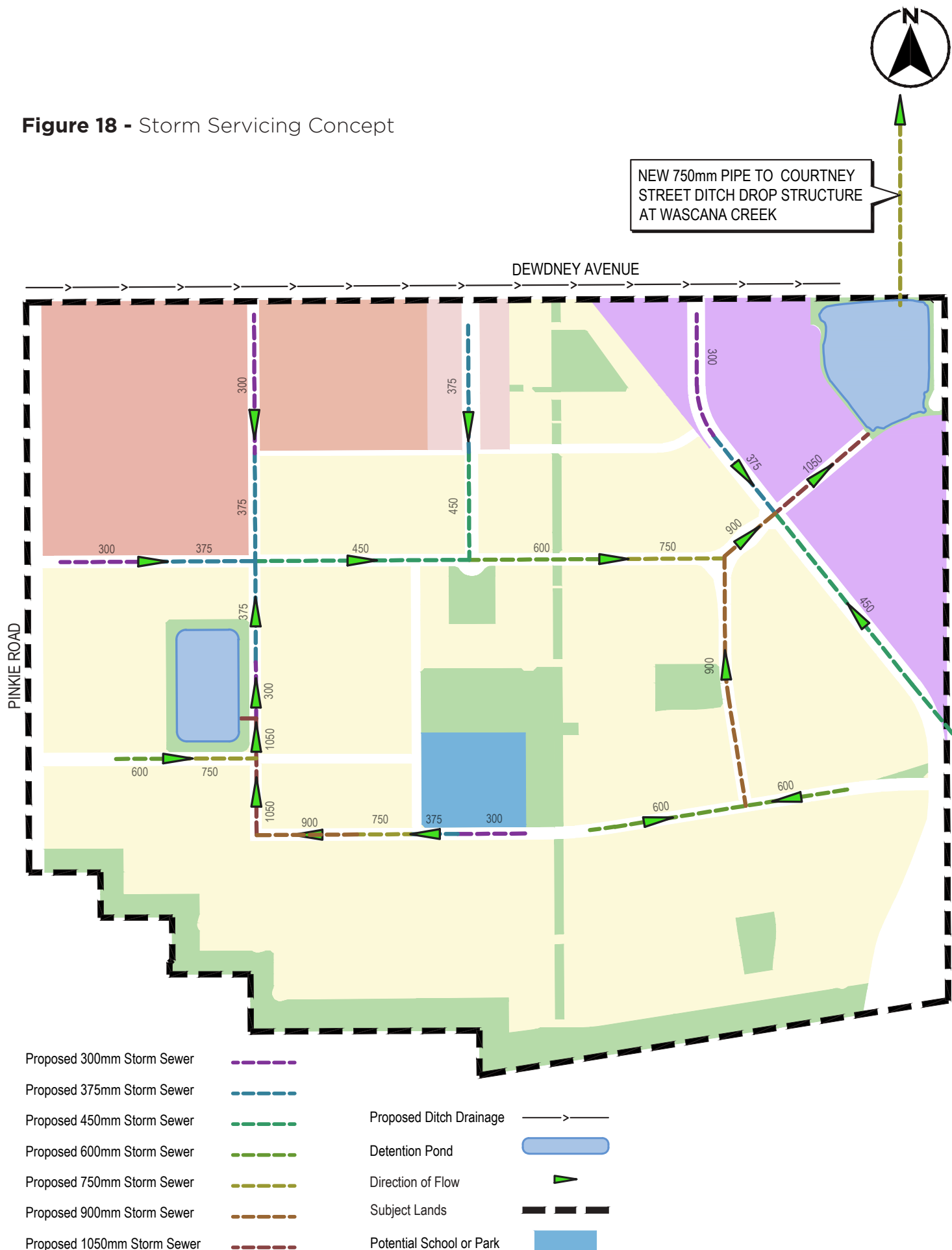
**Option #1 – A stormwater lift station, located in the northeast corner of the proposed development, could drain the detention pond directly to the Dewdney Avenue culvert then be conveyed to Wascana Creek via the existing Courtney Street ditch.**

**Option #2 – Deepen the Courtney Street drainage ditch and lower the Dewdney Avenue Culvert.**

**Option #3 – Construct a new gravity sewer in the right of way for the Courtney Street drainage ditch that connects to the existing drop structure at Wascana Creek.**

A preliminary analysis of these options indicates that Option #3 is the preferred method of conveying stormwater flows to Wascana Creek as it is the least expensive to construct and results in the lowest long term operations/maintenance costs. An overview of the proposed stormwater servicing concept is outlined in **Figure 17- Catchment Area Concept** and **Figure 18 - Storm Servicing Concept**.

**Figure 18 - Storm Servicing Concept**





### **5.3.3 Timing of Capital Improvements**

As there is no piped collection system in the vicinity of Westerra, construction of the northeast detention pond and outlet to Wascana Creek will need to coincide with the first phase of development. In order for discharge of the west catchment across Pinkie road to proceed, the drainage ditch through the Sakimay lands from the west Regina by-pass to Pinkie road would be required prior to progressing with any development in the west catchment area. Consequently, draining the entire property to the northeast is a more attractive approach.

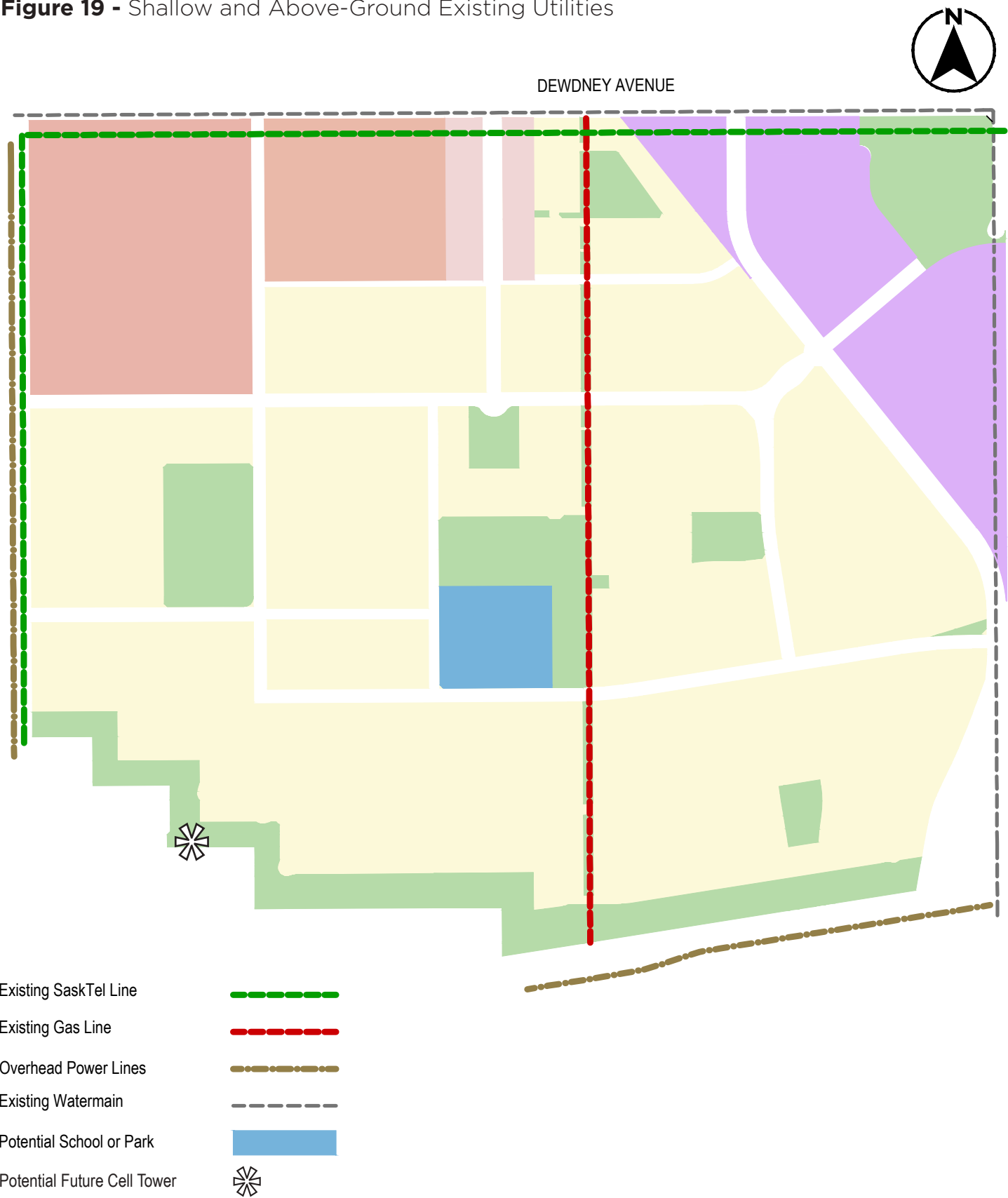
#### **POLICIES:**

- 5.3.3 (a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements.**
- 5.3.3 (b) The stormwater management system should be in general accordance with Figure 17: Catchment Area Concept and Figure 18: Storm Servicing Concept; however, refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.**
- 5.3.3 (c) Stormwater discharge from Catchment Area # 2 as shown on Figure 17- Catchment Area Concept should be directed to the outlet at the northeast corner of the property.**
- 5.3.3 (d) The developer may be required to enter into a servicing agreement with the City outlining obligations and responsibilities relating to the design and construction of stormwater servicing system. Where appropriate, such agreement may include financing and cost recovery provisions which are acceptable to both the developer and the City.**
- 5.3.3 (e) As a prerequisite for subdivision approval, a detailed stormwater solution and analysis for all of Phase I shall be prepared by the developer, and submitted to the City, which demonstrates, to the City's satisfaction, the requirements, location and design of stormwater detention and conveyance.**
- 5.3.3 (f) The requirements for further stormwater analysis outlined in Policy 5.3.3 (e) shall also apply to other subsequent phases of development.**

## **5.4 Shallow and Above-Ground Utility Servicing**

Existing power, gas, and telecommunications infrastructure in the vicinity of Westerra is shown on the Existing Utility Diagram in **Figure 19 - Shallow and Above-Ground Existing Utilities**. During preparation of this plan, all existing shallow utilities were exposed with hydro-vac equipment and located via GPS survey. Once a proposed plan of subdivision is created for Westerra, it will be forwarded to the utility corporations for their use in detailed design of the necessary infrastructure to serve this property. Stakeholder meetings held with the utility corporations have confirmed that adequate capacity exists within their systems to provide service to the land use proposed for the Westerra Subdivision.

Figure 19 - Shallow and Above-Ground Existing Utilities



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# 6.0 Implementation

## 6.1 Phasing

Development in Westerra will occur in phases based upon logical planning units and the efficient extension of municipal infrastructure. The phasing of development will also be supported by the provision of community services and amenities and influenced by market absorption of units. The completion of specific capital improvement projects may be required prior to or concurrent with additional phases proceeding. Phases of planning for Westerra will generally follow the boundaries as shown in **Figure 20: Concept Plan Boundaries**.

### POLICIES:

- 6.1 (a) Planning phases for Westerra should generally follow the concept plan areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.1 (b) Notwithstanding 6.1 (a), 6.2 (a) and **Figure 20: Concept Plan Boundaries**, Concept Plan boundaries may be adjusted without an amendment to this Plan being required.
- 6.1 (c) Concept plan submissions shall include detailed phasing plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.

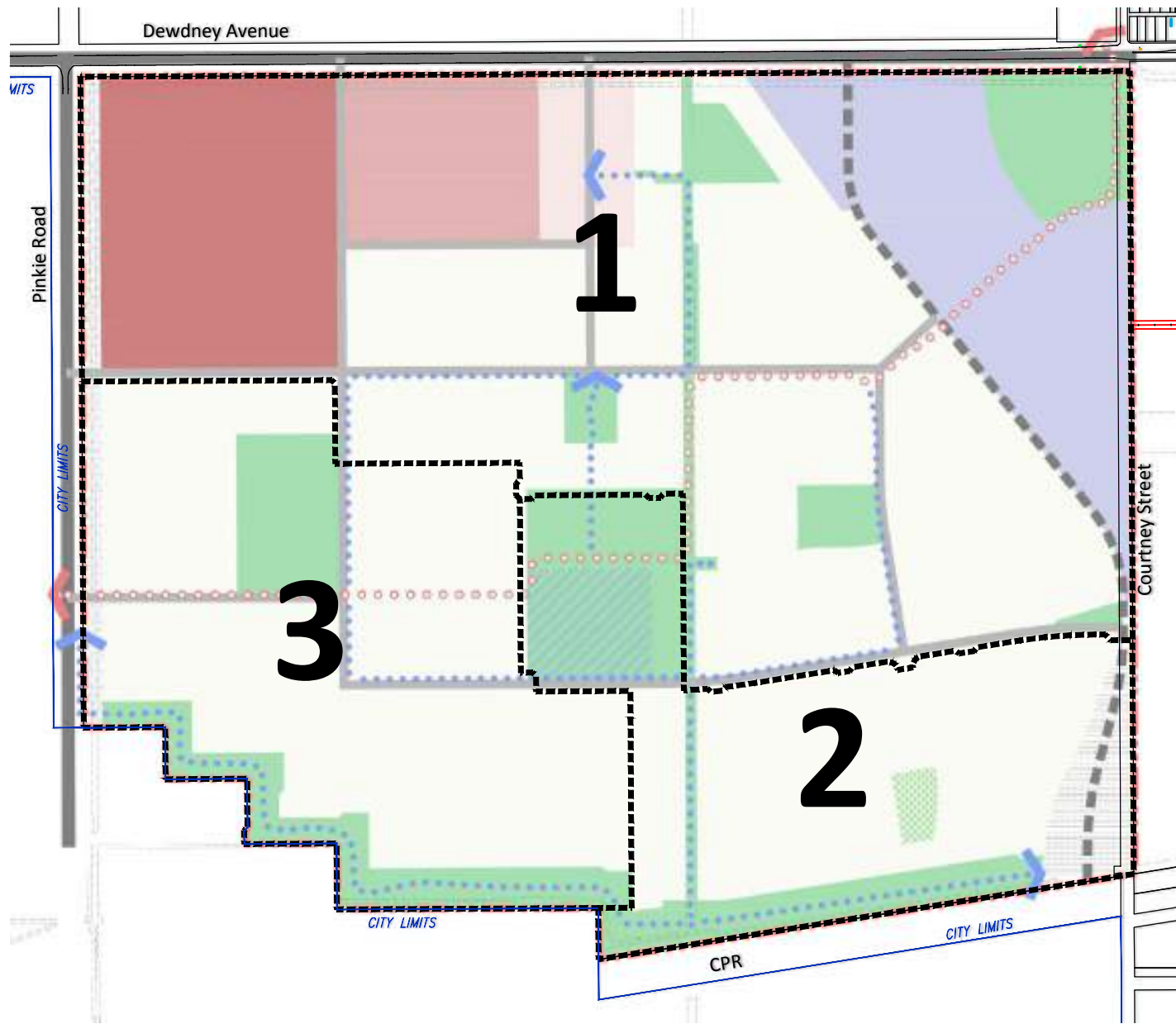
## 6.2 Concept Plans

To advance development on the subject lands, a Concept Plan must first be prepared in accordance with the *Design Regina OCP* to bridge the gap between the planning and servicing considerations for the full build out of the plan area and the more detailed level of planning and servicing for each phase. The purpose of a Concept Plan is to provide for more detailed planning on a smaller scale within the overall Neighbourhood Plan. Concept Plans are based on infrastructure considerations and planning logic. Concept Plans have been defined based on logical and sequential access points into the community and to provide key infrastructure and generally follow the phasing boundaries referenced in **Figure 20: Concept Plan Boundaries**.

### POLICIES:

- 6.2 (a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 20: Concept Plan Boundaries**.
- 6.2 (b) The location and type of land use, residential density and development intensity, open space, park features and transportation networks shall be in conformity with an approved concept plan, which is in general compliance with this Neighbourhood Plan.
- 6.2 (c) Notwithstanding Policy 6.2(a) and 6.2(b), the City may approve a rezoning, without a concept plan being required, for public uses, utility or transportation infrastructure, or any other use at the City's discretion.
- 6.2 (d) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan, with the proviso that:
  - I. The variation is deemed by the City to be minor in nature;
  - II. The variation does not directly conflict with a particular policy statement; and
  - III. The proposed concept plan substantially conforms with this Neighbourhood Plan.
- 6.2 (e) Concept plans shall contain, for each applicable phase, a detailed land use plan, and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable).

Figure 20 - Concept Plan Boundaries



Legend  
■■■■■■■■ Concept Plan Boundaries





## Neighbourhood Plan

# Tower Crossing Secondary Plan

OCP – Part B. 15



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## **1.1 BACKGROUND**

The intent of this Secondary Plan is to provide a policy framework for directing land-use, transportation and utility servicing for lands located north of Victoria Avenue, on the east periphery of the City (Figure 1). The “Tower Crossing Secondary Plan” envisions and supports a development that includes commercial, residential, mixed-use and compatible light industrial land uses.

It is expected that all subsequent concept plans, rezoning, and subdivision will be in conformity with this Secondary Plan. Concept plans, which provide a detailed solution for land-use and servicing, will be prepared for each development phase. Combined, the policies of this Secondary Plan and the subsequent concept plans will help ensure that Tower Crossing evolves into a well-designed development, which is in conformity with the guiding policies of the City’s Official Community Plan (OCP).

## **1.2 SITE CONTEXT**

The Plan area is approximately 116.2 hectares in size and is located immediately north of Victoria Avenue, on the City’s east periphery (N1/2 of Section 23-Twp. 17-Rge. 19). The Plan area is bounded by Victoria Avenue to the south, Tower Road to the east, Range Road 2192 to the west and Dewdney Avenue to the north (see Figure 2). The south portion of the Plan area is comprised of existing and defunct highway-oriented commercial development; the north portion is comprised mainly of agricultural land and an existing farmstead. The Plan area was annexed into the City from the RM of Sherwood in 2014.

The Plan area is located along the primary highway-commercial development corridor of the City, and forms part of a major gateway into the City. Existing land uses, located adjacent to the Plan area, include large-format retail, commercial service, hotels and gas bars. The lands directly south of the Plan area (south of Victoria Avenue) are also intended for commercial development. The Plan area, therefore, forms part of a larger commercial district and gateway, and will contribute to the growing market demand for commercial retail and services within the city and region.

Figure 1: Regional Context Map

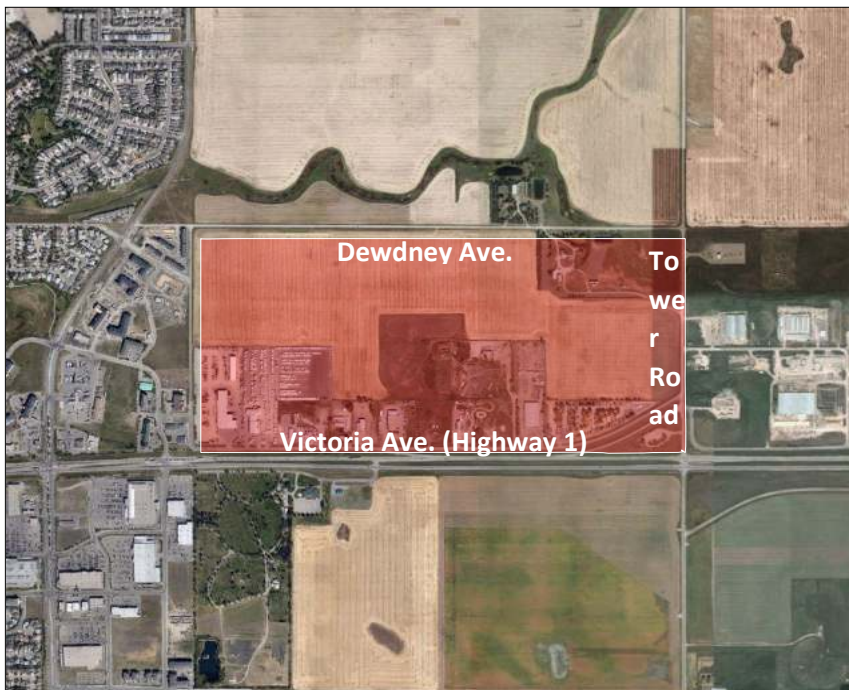
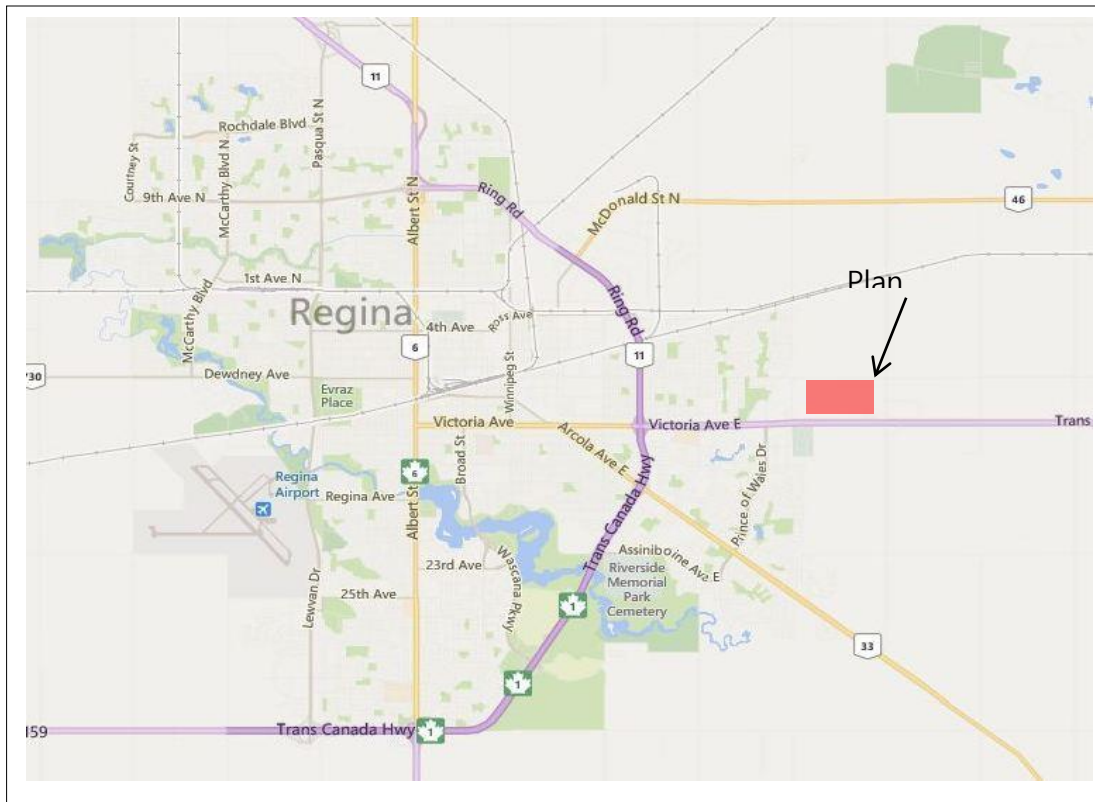


Figure 2: Local Context Map

### **1.3 PROJECT VISION**

The Plan area will provide a collective integration of land uses (commercial, residential, mixed use and compatible light industrial) that will promote economic, social and environmental sustainability consistent with the OCP. Major commercial developments will serve as the area’s economic foundation, with mixed-use and residential developments at a scale and location conducive to efficient land use, “complete neighbourhoods” and quality urban design. The development will embrace its regional function as a future transit node and regional gateway and will facilitate the harmonious reconciliation of its core uses with the preservation of natural features, civic and cultural amenities.

### **1.4 GOALS AND OBJECTIVES**

Key goals and objectives of this Plan are to:

- Preserve ecological and key natural features such as existing watercourse corridors.
- Design the development holistically, by enabling adequate pedestrian, cycling and vehicular connectivity to and from major arterial commercial areas.
- Provide sufficient road connections to the surrounding arterial roads at safe locations to efficiently distribute site traffic, to minimize circuitous travel, and to accommodate the early implementation of transit service.
- Phase development to coincide with the provision of servicing and transportation infrastructure.
- Incorporate sustainable elements in the planning of the new community. This would include protection of the natural environment, consideration of cultural and social amenities.
- Provide adequate active recreational space and recreational facilities within an integrated park system.
- Provide for efficient use of planned water and sewer services within an overall development servicing strategy.

### **1.5 OFFICIAL COMMUNITY PLAN CONFORMITY**

This Secondary Plan supports a land-use and phasing strategy that conforms to the OCP. Notably, this Secondary Plan supports commercial and compatible light industrial development as a phasing priority, adjacent to Victoria Avenue. Commercial development will incorporate design features that support active transportation, integration with adjacent residential areas and a high-quality public realm, in accordance with OCP policy. This Secondary Plan also identifies land for future residential development and includes a strategy for ensuring that the phasing and

timing of development is in accordance with the general guiding policies of Part A of the OCP relating to growth development and phasing.

## 2

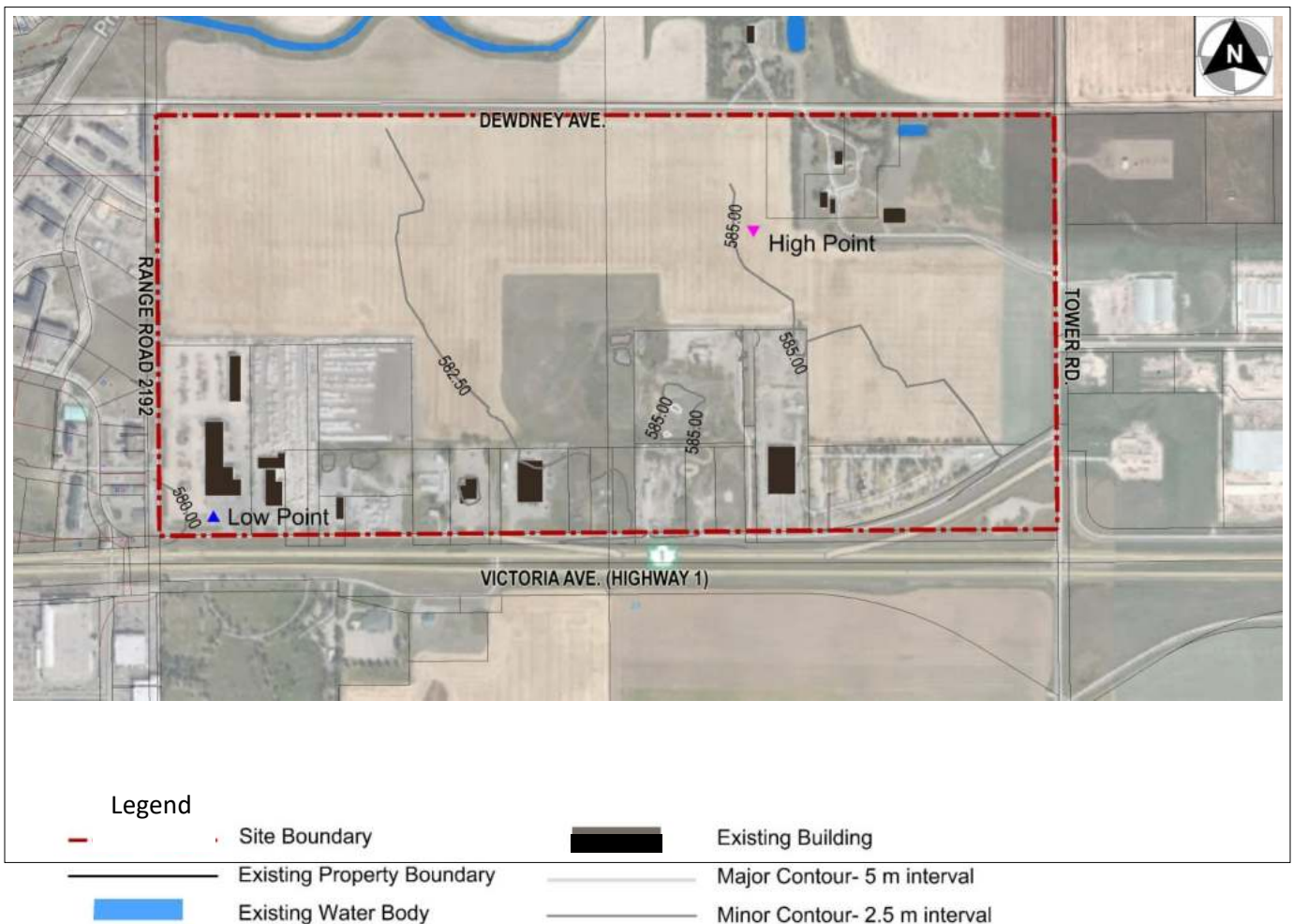
### SITE ANALYSIS

#### 2.1

#### TOPOGRAPHY

The Plan area is located within the physiographic division known as the Qu'Appelle Sub-Basin, and is characteristic of low-lying, flat terrain. The lands slope gently to the southwest. A high point of 585 m.a.s.l is located in the central portion of the site, with a

**Figure 3: Site Topography**



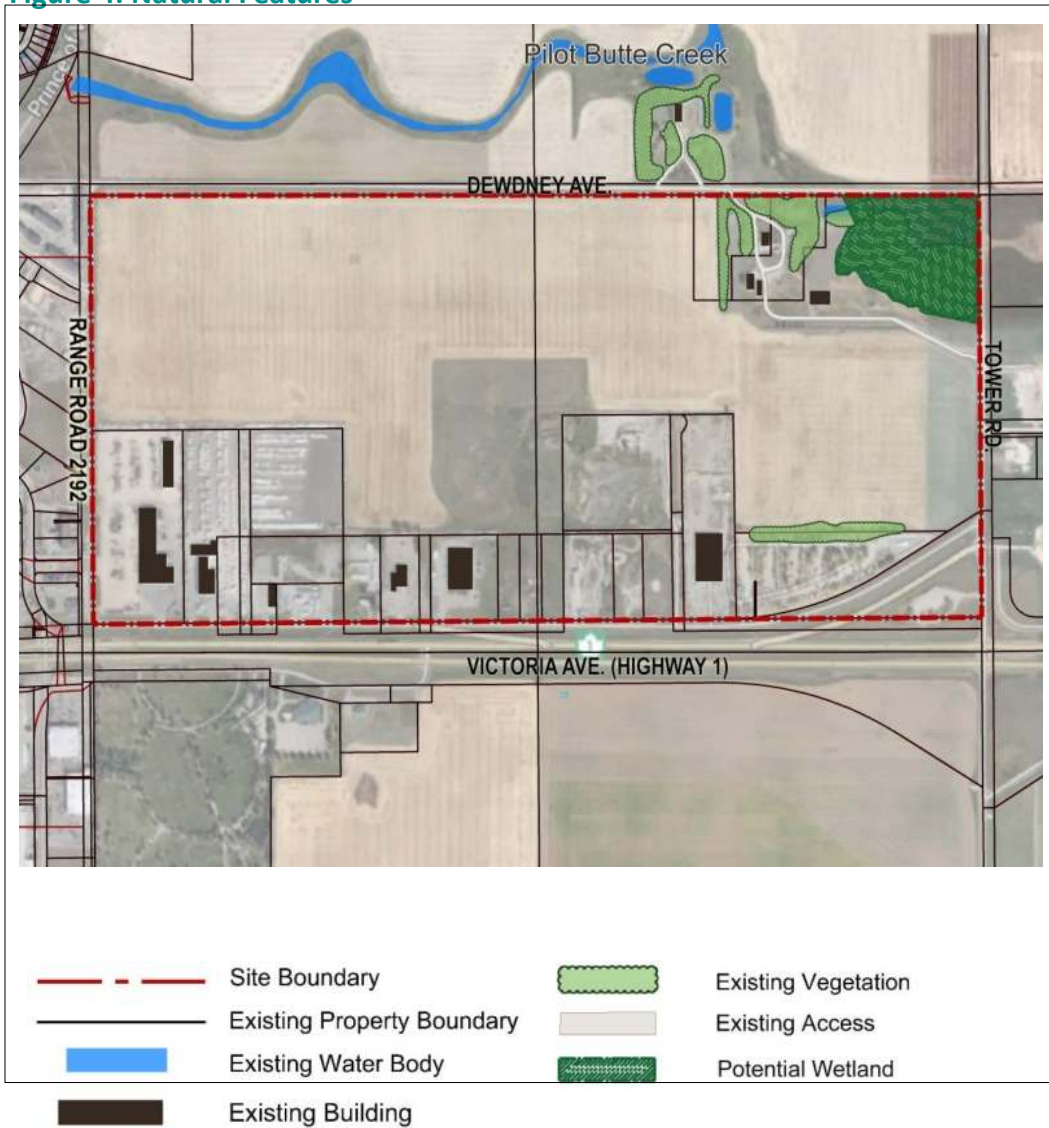


## 2.2 NATURAL FEATURES

The majority of the site is undeveloped agricultural land used for crop cultivation. A geotechnical site investigation indicated soils are typically moist and silty, underlain by glacial clay till deposits. The investigation also indicated instability concerns related with potential swelling and subsidence of clay fill. Due to the possibility of the shifting of grade-supported structures in these areas, reconstruction of the fill could be considered where development will occur.

A meandering creek and surrounding wetland exists in the northeast corner of the property, connecting with Pilot Butte Creek north of Dewdney Avenue (see Figure 4).

**Figure 4: Natural Features**



### 2.3 BUILT FEATURES

Built features exist in the southern portion of the Plan area. These include existing low-rise commercial buildings, quonsets and canopies, parking areas and gravel-surfaced driveways. Remnants of a pre-existing waterpark also lie within the area. An existing farmstead is located in the northeast portion.

Several existing 50 mm water mains run throughout the site area which services the existing uses in the southern portion. These lines tie into existing trunk lines along the

existing Dewdney Ave and Range Road 2192. Private sanitation systems exist within the southern portion.

## **2.4** **ENVIRONMENTAL OVERVIEW**

A high-level desktop review of the Plan area was conducted to assess the environmental conditions on -site. There are two properties examined within the Plan area that are potentially an environmental concern:

- a) Parcel B, Plan FS2354
- b) Parcel D, Plan 61R01031

Prior to any further development, proper testing for soil and/or water contamination should be conducted throughout the Plan area with specific attention to the currently developed commercial sites in the area's southern portion. In addition, an examination of water table levels, and a classification of the potential wetland/waterbody in the northeast corner should be conducted.

The Plan area is situated at the southern edge of the Upper Condie and Lower Regina Aquifer areas, with a water level approximately 9m below ground level. Development within the Plan area should consider the ecological sensitivities of these aquifers. Prior to development, additional testing to identify potential impacts on these areas should be carried out.

## **2.5** **HERITAGE RESOURCES**

A heritage resource impact assessment conducted in December of 2014 did not identify any heritage resources. There are no concerns with the project proceeding as proposed, relating to heritage resources.

## **2.6** **RETAIL IMPACT ANALYSIS**

A retail impact analysis was conducted by Colliers International, to understand the potential retail demand for eastern Regina between the 2014 and 2024 timeframe horizon. Based on population and income growth forecasts for areas surrounding the Tower Crossing Site, Colliers predicts residents in the area will generate an estimated \$982.6 million in retail spending by 2024. This equates to an estimated growth in retail floorspace demand of over 1.9 million square feet. With this projected retail demand, this Plan area, as well as lands to the south of Victoria Avenue, has the potential to accommodate retail development in the future.

# 3

## LAND USE STRATEGY

### 3.1 COMMUNITY DESIGN

#### 3.1.1 Overview

Overall community design should be focussed on the holistic development of a community that is interconnected with its surrounding urban systems and networks, is open and accessible to multiple modes of transportation, is sensitive of natural features, and creates a high-quality public realm.

#### 3.1.2 Policy

- 3.1.2.1 The multi-use pathway will be a destination-based pathway system that will be developed to link parks, open space, recreational facilities, residential areas and commercial destinations; however, where practical, and where the standard multi-use pathway is not feasible or desirable, on-street greenway connections with minimal driveway crossings should be used to connect pedestrian destinations.
- 3.1.2.2 Transit routes should efficiently and effectively circulate throughout the Plan area to provide access to and from surrounding areas.
- 3.1.2.3 Future developments should be adequately landscaped in a manner that contributes to a sense of place, utilizes native vegetation species (where applicable), and is aesthetically pleasing.
- 3.1.2.4 A mixed-use transition and/or landscaping area should be considered to help facilitate a gradual interface between the commercial area and future residential area.

### 3.2 RESIDENTIAL

#### 3.2.1 Overview

This Secondary Plan supports residential development in four potential scenarios: Residential Area, Mixed-Use Area, Flex Area and Commercial area where it is developed as part of an Urban Centre.

#### 3.2.2 Policy

- 3.2.2.1 The location and type of residential and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.



- 3.2.2.2 Within the identified Residential Area, land-uses may include residential, schools, parks and open space; any other appropriate land-uses, as determined by the City.
- 3.2.2.3 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include schools, parks and open space, smaller-scale commercial (e.g., 2700m<sup>2</sup> or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.2.2.4 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.
- 3.2.2.5 Notwithstanding any other policy of this Plan, the City may allow the identified Mixed-Use Area to consist solely of residential development and associated land-uses (e.g., school, parks, etc.).
- 3.2.2.6 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex Zone Area until the Mixed-Use Area is substantially built out, as determined by the City.
- 3.2.2.7 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.
- 3.2.2.8 Notwithstanding any other policy of this Plan, residential development shall not be allowed in the Commercial Area unless it forms part of a master planned Urban Centre that:
  - 3.2.2.8.1 Is spatially defined through an approved concept plan;
  - 3.2.2.8.2 Includes an assortment of interconnected higher density development, civic space and facilities, transit service, landscaped streets and a high level of pedestrian infrastructure and interconnectivity; and
  - 3.2.2.8.3 Does not include large format retail or light industrial.

### **3.3** **COMMERCIAL**

#### **3.3.1** **Overview**

At the time this Plan was adopted, the Plan area included commercial and light industrial development along the Victoria Avenue corridor that was rural highway-oriented in nature and was developed at a time when the land was within the jurisdiction of the RM of Sherwood. The historic/ existing land use was developed sporadically and with only limited services. In order to recognize the changing market and servicing expectations, it is the intent of this Plan to transition the southern part of the Plan area to an orderly, well planned and full serviced commercial area, while still allowing the potential continuation of compatible light industrial land-use.

#### **3.3.2** **Policy**

- 3.3.2.1 The location and type of commercial and mixed-use development shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 3.3.2.2 Within the identified Commercial Area, non-residential land uses may include commercial, compatible light industrial and any other appropriate complementary land-use, as determined by the City.
- 3.3.2.3 Within the identified Mixed-Use Area, land-uses shall include higher density residential, and may include schools, parks and open space, smaller-scale commercial (e.g. 2700m<sup>2</sup> or less), civic, institutional; any other appropriate land-use, as determined by the City.
- 3.3.2.4 Within the identified Flex Zone Areas, land-uses may include any, or all, of the following: higher density residential, commercial, civic, and institutional.
- 3.3.2.5 Commercial uses abutting the east-west arterial road which separates the general commercial land uses from the future residential land uses, as shown on Figure 5 - General Future Land-Use Plan, should screen parking, loading and outdoor storage areas from view, from the perspective of the abutting east-west arterial, through site, building design and/or landscaping.
- 3.3.2.6 Within the Commercial Area, specific rezoning applications shall not:
  - 3.3.2.6.1 Be approved unless a strategy for providing adequate transportation and utility services can be demonstrated for the proposed development(s), including any required off-site upgrades.
  - 3.3.2.6.2 Extend beyond the “planning cell” boundaries shown on Figure 14 –Phasing Plan.

- 3.3.2.6.3 Be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the Plan area or elsewhere in the city, for traffic management or utilities.

## **3.4** **CIVIC/INSTITUTIONAL**

### **3.4.1** **Overview**

Appropriate forms of civic and institutional development within the Plan area include schools and places of worship within the Residential Area; general institutional within the Mixed-Use Area; fire halls, etc. Civic and institutional development should be optimally sited, relative to its particular form and intensity, in order to enhance pedestrian accessibility and community design, and should take advantage of shared parking with commercial development where possible and appropriate.

### **3.4.2** **Policy**

- 3.4.2.1 Institutional development (e.g., libraries, places of worship, schools, etc.) may be considered within the identified Residential Area, Mixed Use Area, Flex Area and Commercial Area.
- 3.4.2.2 As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential civic needs shall be undertaken.
- 3.4.2.3 The provision of land for schools shall be in accordance with any applicable municipal or provincial law or policy.
- 3.4.2.4 Civic and institutional development should be optimally sited and located to support and enhance pedestrian and transit accessibility and, where appropriate, to frame key focal areas, such as intersections, neighbourhood hubs or intersecting view planes/ site lines.
- 3.4.2.5 Where possible and appropriate, civic and institutional development should locate adjacent to appropriate commercial development in order to share parking and provide land-use synergies.
- 3.4.2.6 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified mixed-use area in order to accommodate civic and institutional uses prior to residential approval, where it can be demonstrated that:
  - 3.4.2.6.1 The proposed development can be supplied with an adequate level of services.
  - 3.4.2.6.2 The site is a suitable location for the proposed use.
  - 3.4.2.6.3 The development will not impede the eventual full-build-out of the Mixed-Use Area.

## **3.5**      **OPEN SPACE/RECREATION**

### **3.5.1**      **Overview**

Open space will generally be in the form of City parks, which are designated through the subdivision process as municipal reserve. For the identified Commercial Area, the City may either direct the municipal reserve allotment to the Residential Area or claim cash-in-lieu of land. If open space is required to accommodate storm water from the Phase I Commercial Area, then the City may consider locating this open space in the Phase II Residential Area.

Parks will generally be directed to the Residential Area; therefore, an open space strategy will be identified as part of the concept plan process for this future development area. In addition to municipal reserve, the City and/or developer will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan area.

### **3.5.2**      **Policy**

- 3.5.2.1      As a prerequisite for concept plan approval, pertaining to the identified Residential Area, an assessment of potential open space and recreation needs shall be undertaken.
- 3.5.2.2      Multi-Use pathways should be incorporated into the Plan area in accordance with an approved concept plan.
- 3.5.2.3      With respect to land identified for commercial development, the City may, where applicable, either claim cash-in-lieu of municipal reserve or have it deferred to the Residential Area.
- 3.5.2.4      Through the concept plan process pertaining to the Residential Area:
  - I.    The City will assess the potential for environmental reserve designation pertaining to the potential wetland site in the NE corner of the Plan Area,
  - II.   An open space strategy, for the Residential Area, shall be identified, including an outline of how the municipal reserve dedication was calculated.
- 3.5.2.5      Where parks are intended to accommodate storm water:
  - I.    The parks shall be designed to support City of Regina recreational sport programming and other active recreation as the primary use.
  - II.   A combined park and drainage facility design solution and drainage study shall be submitted by the developer, as a prerequisite to



- subdivision approval demonstrating, to the City’s satisfaction, how the storm water facility can be accommodated without detracting from the viability of the park as a space for programmed sports and active recreation.
- 3.5.2.6 Open spaces should be integrated into a comprehensive system with linkages to parks, pathways, facilities (where applicable) and the Pilot Butte Creek.
- 3.5.2.7 The City may allow the transition of parcels, which were originally reserved for storm water purposes, to municipal reserve/ parks, or hybrid park/ detention areas, should the intent of the open space policies of this Plan be adhered to and satisfied, and at the City’s discretion.
- 3.5.2.8 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate a dog park or storm water detention pond without a concept plan being required, and prior to Phase II approval.
- 3.5.2.9 The City may require a zone level dog park within the Phase II Residential Area.
- 3.5.2.10 All open space shall be designed to meet accessibility standards.
- 3.5.2.11 The City shall claim municipal reserve or cash in lieu of municipal reserve for all land in the Plan area, in accordance with *The Planning and Development Act, 2007*.
- 3.5.2.12 Notwithstanding Policy 3.5.2.11, the City shall not claim municipal reserve where it can be demonstrated that municipal reserve dedication does not apply (e.g., where existing subdivisions were previously subjected to municipal reserve dedication).

# 4

## SERVICING STRATEGY

### 4.1 TRANSPORTATION

#### 4.1.1 Overview

The Plan area will transition from a development scenario focusing, primarily, on one service road, abutting Victoria Avenue, to a fully integrated urban development framed by a grid, or modified grid, street network. The service road, which, historically, provided primary access, will be phased out over time. The main access into the Plan area will be through the proposed Chuka Boulevard extension, which will connect to Arcola Avenue and eventually extend to lands north of the Plan area and north of Pilot Butte Creek. Chuka Boulevard will assume the form of an arterial roadway, through the commercial area, and should include cycling and pedestrian infrastructure along its full length. A future right-in, right-out intersection will allow access into the Plan area at the interface of Victoria Avenue and Kennedy Street.

Roads and pedestrian infrastructure will be phased-in as needed to support development proposals and utility services, recognizing that the full build-out may depend on the timing of individual landowners and redevelopment proposals. As a component of the concept plan process for the future Residential Area, a circulation Plan will be prepared for the residential portion of the Plan area.

As part of the future regional transportation strategy for the City, Saskatchewan Ministry of Highways and Infrastructure is considering the widening of Tower Road to accommodate a possible 101m right of way, and/or a highway interchange, connecting Victoria Avenue with Tower Road. Until the direction, and location of the potential widening and interchange can be confirmed, development should not occur within the widening and interchange rights-of-way, beyond uses for which it is currently zoned.

Due to the proximity of the future interchange to the Zinkhan Street, it was identified that there might be a weaving concern from the southbound off-ramp of the Victoria Avenue and Tower Road interchange to the westbound left turn lane of Zinkhan Street and Victoria Avenue. Based on a weaving analysis completed by the City, it has been determined that any weaving concerns could be addressed through either ramp design or signal control (i.e. no right turns on red lights). As such, the Zinkhan Street and Victoria Avenue intersection will be permitted to operate as a full intersection.

#### 4.1.2 Policy

- 4.1.2.1 The location and function of major transportation infrastructure shall generally be in accordance with Figure 6 – Transportation Servicing Network; however, the exact configuration and function of major

- transportation infrastructure shall be determined at the concept plan stage and finalized at the subdivision stage and/ or detailed design stage.
- 4.1.2.2 The location of streets and pedestrian and cycling infrastructure shall be in accordance with an approved concept plan, which is in general accordance with this Secondary Plan.
- 4.1.2.3 The City may require the preparation of a traffic impact assessment to support any proposed rezoning application.
- 4.1.2.4 The east-west arterial, separating the Commercial Area from the Residential Area, shall include street trees, landscaped boulevards/ medians as well as pedestrian and cycling infrastructure.
- 4.1.2.5 Township Road will remain as a local road, however:
- 4.1.2.5.1 Through the preparation of a secondary plan or concept plan for the applicable lands, Township Road may be re-classified to an alternate road standard.
- 4.1.2.5.2 Land within the Plan area shall be reserved for a potential Township Road ‘fly over’, across Tower Road.
- 4.1.2.6 Until the configuration and location of the potential future Tower Road interchange and related road widening can be confirmed, as shown on Figure 6 – Transportation Servicing Network, development cannot occur in the eastern portion of the Plan area, within the potential future road widening rights of way, beyond uses for which it is currently zoned.
- 4.1.2.7 The existing service road in the southern portion of the Plan area shall be decommissioned at such time when it is no longer required to provide access to existing properties within the Phase I area, as determined by the City.
- 4.1.2.8 Access to the Plan area at the intersection of Victoria Avenue and Kennedy Street should be controlled via a right-in/right-out access.
- 4.1.2.9 Access to the Plan area at the intersection of Victoria Avenue and Zinkhan Street should be a controlled full-access intersection.
- 4.1.2.10 Prior to subdivision approval, the City; at its discretion, may require a Transportation Impact Assessment (TIA) for the Phase I area, which provides a solution satisfactory to the City, for internal traffic management, including safe and efficient movement of:
- 4.1.2.10.1 Vehicles, including lane configuration, intersection design, signalization, and traffic control.
- 4.1.2.10.2 Pedestrians and cyclists, including traffic calming (where required), pedestrian crossings, sidewalk location and design, etc.
- 4.1.2.10.3 Transit, including route and stop locations, etc.

## **4.2** **WATER**

### **4.2.1** **Overview**

#### **Existing Conditions**

Water servicing near the proposed development site is available via an existing 1961 asbestos cement 300 mm water main. This existing water main is located in Township Road running west to east. Additional water servicing near the proposed development is available via an existing 2002 PVC 300 mm water main, ending at Range Road 2192 running west to east in the north Highway 1 ditch.

#### **Proposed Development**

Water services may be provided to this development as shown in the water servicing concept total development shown on Figure 7. For total development, the following connections to existing water mains are proposed:

1. 400 mm feeder loop connected to the existing 300 mm water main where the proposed Zinkhan Street intersects the existing Township Road.
2. 300 mm feeder main connected to the existing 300 mm water main where the proposed Chuka Boulevard intersects Township Road.
3. The 400 mm feeder loop connection between the existing 300 mm water main on Township Road, and the existing 400 mm water main on Prince of Wales Drive.
4. The 400 mm feeder loop connected to the existing 400 mm water main where the proposed Dewdney Avenue intersects the existing Range Road 2192.
5. 300 mm feeder main connected to the existing 300 mm water main at the intersection of the existing Range Road 2192 and the existing North Service Road.
6. 200 mm distribution main connected to the existing 150 mm water main at the intersection of the proposed Argan Drive and the existing Range Road 2192.

The Tower Crossing water system was modelled in WaterCAD. The model was integrated into the 235,108 Population City of Regina Base Model, provided by the City of Regina. The Tower Crossing water system was modelled in WaterCAD under the Peak Hour, Peak Day, and Peak Day + Fire Flow Scenarios. Within the Tower Crossing development, all nodes satisfy the Level 1, Level 2 and Level 3 City of Regina fire flow design criteria. The addition of the Tower Crossing development to the base City of Regina 235,108 WaterCAD model produces 10 additional nodes, located outside of the proposed development, which fall below the City of Regina fire flow design criteria. This represents a 3.7% increase in nodes that fall below the City of Regina fire flow design



criteria. These nodes are located throughout the central, southern, and eastern quadrants of Regina. The nodes that fall below the City of Regina fire flow design criteria are all supplied by a 150mm or smaller diameter water main. Current standards do not allow fire hydrants to be connected to mains less than 200mm in diameter.

The Peak Day demand and the Peak Hour demand scenario produce pressure deficiencies within the City of Regina, prior to the development of Tower Crossing. Due to pressure deficiencies in the existing City of Regina water system, individual developments in Tower Crossing may require privately owned booster pumps until an eastern water pressure solution is constructed and online. Upon the completion of Tower Crossing, the average pressure drop of nodes that fall below the City of Regina pressure design criteria is within the range of 2.8-4.1 psi. The location and magnitude of the predevelopment vs post development nodes that fall below City of Regina design criteria can be found in the supplemental Servicing Report.

The Southeast Serviceability Study (2012) states that the addition of the second pressure zone cannot satisfy the City's design criteria in terms of pressure and fire flow for future growth scenarios in the northeast, south, and southeast areas of the City for a population of 195,000. The report states that the high elevations and long distances from existing pumping stations are the main cause for system deficiencies. Constructing new feeder mains alone is insufficient to address the deficiencies. The recommendation of the Southeast Serviceability Study (2012) and the Second Pressure Zone Hydraulic Study and Preliminary Design Report is to construct an additional pumping station to provide the required third pressure zone. To account for the lack of the third pressure zone, the Secondary Plan zoning strategy will be such that individual "cell" development will be analyzed and approved on a case-by-case basis to ensure the impact on existing neighborhoods are kept to an acceptable level.

### **Timing of Capital Improvements**

The *Southeast Serviceability Study* (2012) recommends two north-south water system connections crossing Victoria Avenue to the south of this development: One at Chuka Boulevard and one at Tower Road. Due to the fact that Tower Road is the location of a potential future interchange the second crossing should occur at Zinkhan Street. As the City will require these connections between Tower Crossing and the proposed development on the south side of Victoria Avenue (Highway 1) it may be the responsibility of the first developer "in the ground" to extend the required stubs to the Victoria Avenue right-of-way and the responsibility of the second developer(s) to construct the crossings and complete the connections.

## 4.2.2 Policy

- 4.2.2.1 The overall water system and Phase 1 water system should be in general accordance with Figure 7: Water Servicing Concept – Total Development and Figure 8: Water Servicing Concept – Phase I respectively, however, the City may accept an alternate solution without an amendment to this Plan being required.
- 4.2.2.2 The Phase II water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.
- 4.2.2.3 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for water servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.2.2.4 Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.2.2.5 Existing connections from the 300 mm water main on Township Road to developments within the Plan area should be disconnected via cut and cap at the main. New services will be provided to the existing developments within Tower Crossing via the proposed water distribution network.
- 4.2.2.6 Until such time as the requisite infrastructure improvements is undertaken (e.g., new pressure zone), landowners, within the Plan area, shall be encouraged to register caveats on the titles of new lots, which indicate the existence of potential water pressure deficiencies.
- 4.2.2.7 Level 3 Fire Flow requirements shall be satisfied within all commercial development areas.

### 4.3 WASTEWATER

#### 4.3.1 Overview

##### **Existing Conditions**

Wastewater servicing near the proposed development site is available via an existing 525 mm sanitary sewer main. This existing sanitary sewer main is located northwest of Range Road 2192 and Township Road intersection as shown on Figure 9 – Sanitary Servicing Concept Total Development. Wastewater servicing near the proposed development is also available via an existing 375 mm sanitary sewer main, located near the Argan Drive and Range Road 2192 intersection. Both of these trunks discharge to the trunk on Prince of Wales Drive, which ultimately discharges into the Arcola Avenue trunk. However, the 375mm sanitary main was installed with inadequate depth to allow for a gravity connection from Tower Crossing. A pump station is essential to allow for the conveyance of these flows. The 525 mm sanitary sewer main is located closer to the proposed pump station, than the smaller 375mm sanitary main.

##### **Proposed Development**

The preliminary wastewater collection system layout is shown in Figure 9 – Sanitary Servicing Concept Total Development. The Phase I wastewater collection system is shown on Figure 10. In this concept, wastewater flows are conveyed via a gravity collection system to a wastewater storage facility and pump station. The wastewater storage facility will allow for off-peak wastewater pumping preventing overloading the existing City of Regina wastewater system. The pump station would convey the Tower Crossing wastewater to an existing 525 mm sanitary sewer trunk via 250mm force main. The existing 525 mm sanitary sewer trunk is located northwest of Range Road 2192 and Township Road. The storage and pump facility may have to be decommissioned in the future, should downstream upgrades eventually allow for gravity conveyance. A summary of the calculated peak flows is indicated in the table below.

Inflow from weeping tiles and foundation drains will be pumped to the surface, and not to the underground wastewater or stormwater sewer systems. Wet weather inflows will be limited to the 21,000 L/ha/day allowance as stated in the City of Regina Development Standards Manual. As per the City of Regina Development Standards Manual, the wastewater detention volume shall be sized to provide a minimum of 12-hour wet weather flow volume and be designed with odor control measures. To mitigate sanitary system overflows from the storage facility, the storage volume will be calculated during the detail design. During detailed design emergency measures will be established, with the approval of the City and the Government of Saskatchewan, to manage sanitary system overflows.

### Timing of Capital Improvements

Currently there are no sanitary sewer mains within the proposed Tower Crossing development. As a result, the new sanitary sewer pump station, storage facilities, and force main are critical capital improvements that must be completed prior to occupancy of any facilities in the development. The pump station and storage facilities can be designed, constructed, and expanded in phases to meet capacity requirements as phases are completed for the proposed development.

#### Peak Wastewater Flows

Land Use	Total Area (ha)	Pop.	Density	Peak Flow Factor	Average Flow (L/cd)	I/I (L/s)	Peak Flow (L/s)
Residential	39.7	5240	132.00	3.226	225	9.649	53.67
Commercial	56.1	3647	65.00	3.369	454	Total: 0.948	137.07
Institutional	3.9	195	50.00	4.152	454		

\*Constants used for Harmon equation: F=225(res) 454(commercial) L per capita per day, K=86400 seconds per day.

\*\*Population densities for Residential, Commercial, and Institutional Based on Regina DSM and Regina Zoning Bylaw No. 9250

### 4.3.2 Policy

- 4.3.2.1 The overall wastewater system and Phase I wastewater system should be in general accordance with Figure 9 - Sanitary Servicing Concept Total Development and Figure 10m-mSanitary Servicing Concept Phase I, respectively; however, the City may accept an alternate solution without an amendment to the Plan being required.”
- 4.3.2.2 The Phase II wastewater system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the wastewater servicing concept may take place at the time of subdivision and/or detailed design stage without an amendment to the applicable concept plan being required.
- 4.3.2.3 The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.3.2.4 Infrastructure and land dedicated shall be sufficiently sized and designed to accommodate adjacent development outside of the Plan Area, as required by the City.



- 4.3.2.5 A sanitary stub is to be provided on the west side of Tower Road for future servicing to the existing development to the east of Tower Road.
- 4.3.2.6 Existing private sanitary systems within the Plan area shall be decommissioned and reconnected to the proposed wastewater sewer system, pursuant to City requirements.

## **4.4**      **STORM WATER**

### **4.4.1**      **Overview**

#### **Existing Conditions**

The Plan Area is currently cultivated farmland combined with existing commercial sites. The general topography is such that a gentle slope exists from the northeast to the southwest portion of the site as shown on Figure 11 – Storm Servicing Concept Total Development Major System. A small ridge exists running north to south near the proposed Zinkhan Street. Runoff from the existing site ultimately drains into Pilot Butte Creek.

#### **Proposed Development**

The City of Regina's storm water management strategy follows the urban dual drainage concept whereby the minor (piped) system conveys flows generated by the 1 in 5-year storm event and the major (surface) system manages flows generated by the 1 in 100-year event. The City of Regina requires that for all new developments, the storm water management system be designed to manage flows generated by the 24-hour 1:100-year design storm. Storm water flows for this development were modelled using PCSWMM Professional 2D and the 1:100-year 24-hour City of Regina design storm. Based on these simulations, the post development 24 hour 1 in 100-year runoff volume is summarized as follows:

- Catchment Area #1 – 64.8 Hectares, 100-year 24-hour runoff = 70,200m<sup>3</sup>
- Catchment Area #2 – 53.7 Hectares, 100-year 24-hour runoff = 57,600m<sup>3</sup>

Two detention ponds will be required for the proposed development site – one detention pond per catchment area as shown on Figure 11. Both detention ponds will drain north at a controlled release rate to Pilot Butte Creek. As stated in the 2012 Southeast Serviceability Study Final Report prepared by AECOM, the allowable release rate into Pilot Butte Creek shall be limited to 2.3 L/s/ha. The overall minor system is shown on Figure 12, and the Phase I minor system is shown on Figure 13.

#### **Timing of Capital Improvements**

Currently there are no storm sewer mains within the proposed Tower Crossing development. As a result, construction of both detention ponds and outlets to Pilot Butte Creek are critical components that must be constructed in conjunction with the minor storm system.

#### **4.4.2**      **Policy**

- 4.4.2.1      The overall storm water system and Phase I storm water system should be in general accordance with Figure 11-13; however, the City may accept and alternate solution without an amendment to this Plan being required.
- 4.4.2.2      The Phase II storm water system shall be determined through the concept plan process pertaining to the identified Residential Area; however, refinements to the storm water servicing concept may take place at the time of subdivision and/ or detailed design stage without an amendment to the applicable concept plan being required.
- 4.4.2.3      The City may require, as a prerequisite for rezoning or subdivision approval, detailed modelling and analysis for storm water servicing, which identifies a grading plan, network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 4.4.2.4      Infrastructure shall be sufficiently sized to accommodate adjacent development outside of the Plan area, as required by the City.
- 4.4.2.5      The City may allow the construction of detention ponds within Phase II lands, including an outlet to Pilot Butte Creek, prior to Phase II concept plan approval, in order to accommodate Phase I storm water, with the proviso that the detention ponds be landscaped to the satisfaction of the City and fully funded by the developer.
- 4.4.2.6      All required Federal, Provincial and Municipal regulatory approvals shall be obtained for ponds discharging into Pilot Butte Creek.

## 5

## IMPLEMENTATION

5.1 PHASING/ STAGING5.1.1 Overview

This Secondary Plan contemplates two primary phases: Phase I, which applies to the Commercial Area (including Mixed-Use and Flex Zone areas), and Phase II, which applies to the future Residential Area. The Commercial Area is regarded as the priority area for development and phasing; the Residential Area may be considered for development following conformity with the OCP- Part A (e.g., Growth Plan and applicable policies) and an approved concept plan. Staging of development within Phase I shall generally be in accordance with the redevelopment initiatives prompted by landowners and will be contingent on the provision of services.

5.1.2 Policy

- 5.1.2.1 Phasing within the Plan area shall be in general accordance with Figure 14 - Phasing Plan.
- 5.1.2.2 Pending conformity with the policies and/or growth plan of Part A of the City's OCP, respecting phasing/timing of growth, and concept plan approval, the City may consider approving residential development within the identified Residential Area, Mixed-Use Area, Flex Area and Commercial area, (see Policy 3.2.2.9), as shown on Figure 5 - General Future Land-Use Plan.
- 5.1.2.3 The preferred staging of residential development is from west to east, following a continuous pattern.
- 5.1.2.4 Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the identified Residential Area in order to accommodate public infrastructure and facilities without a concept plan being required, and prior to Phase II approval.
- 5.1.2.5 Notwithstanding any other policy of this Plan, the City will not allow residential development within the identified Cell B Flex zone area until the Mixed-Use Area is substantially built-out, as determined by the City.
- 5.1.2.6 Where a property is known to have, or potentially have, contamination, the City may apply the Holding Zone in order to ensure that the contamination issue is resolved prior to development permit approval.



# 6

## APPENDICES

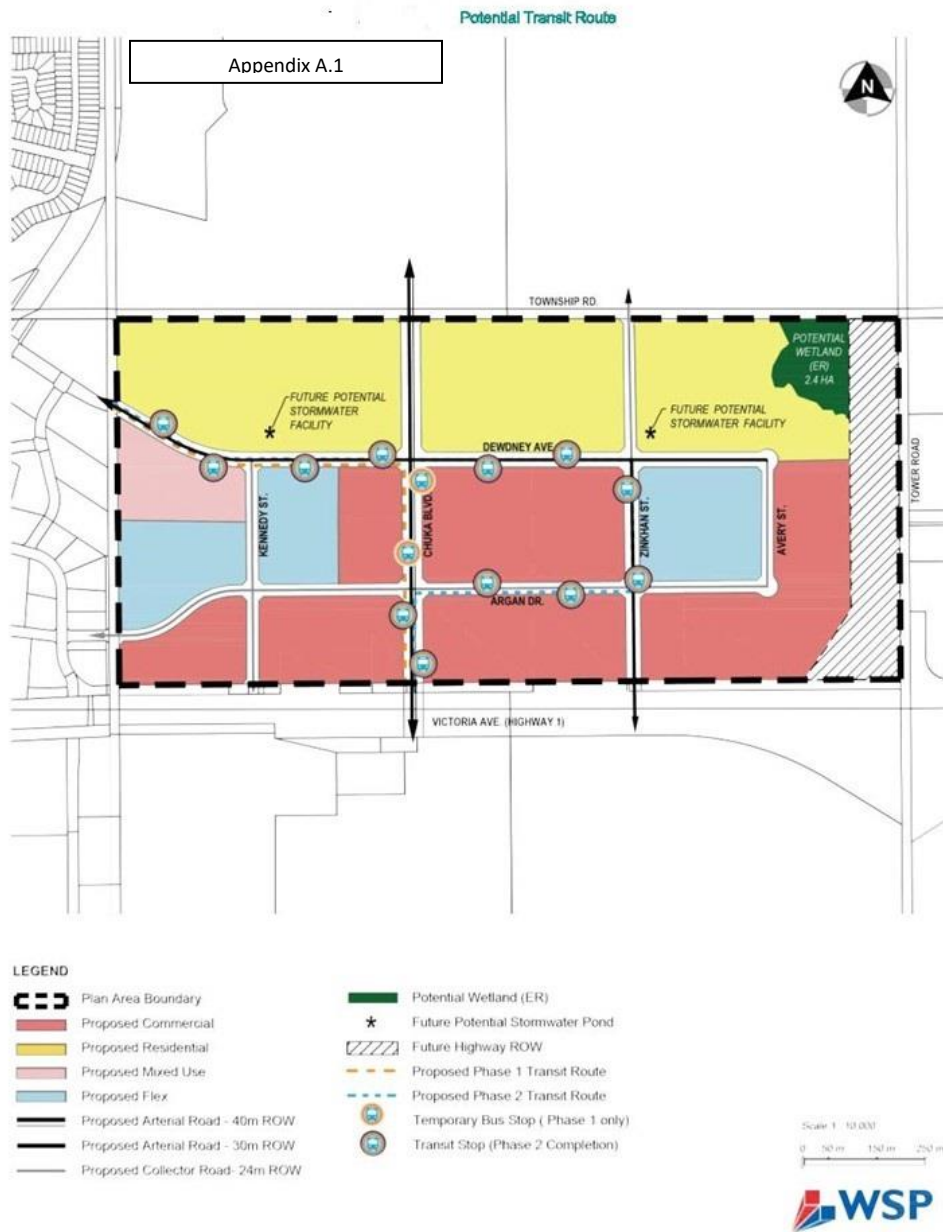
### 6.1 APPENDIX A – NON-BINDING INFORMATION

Appendix A.1 – Potential Transit Route Plan

Appendix A.2 – Potential Street Cross Sections

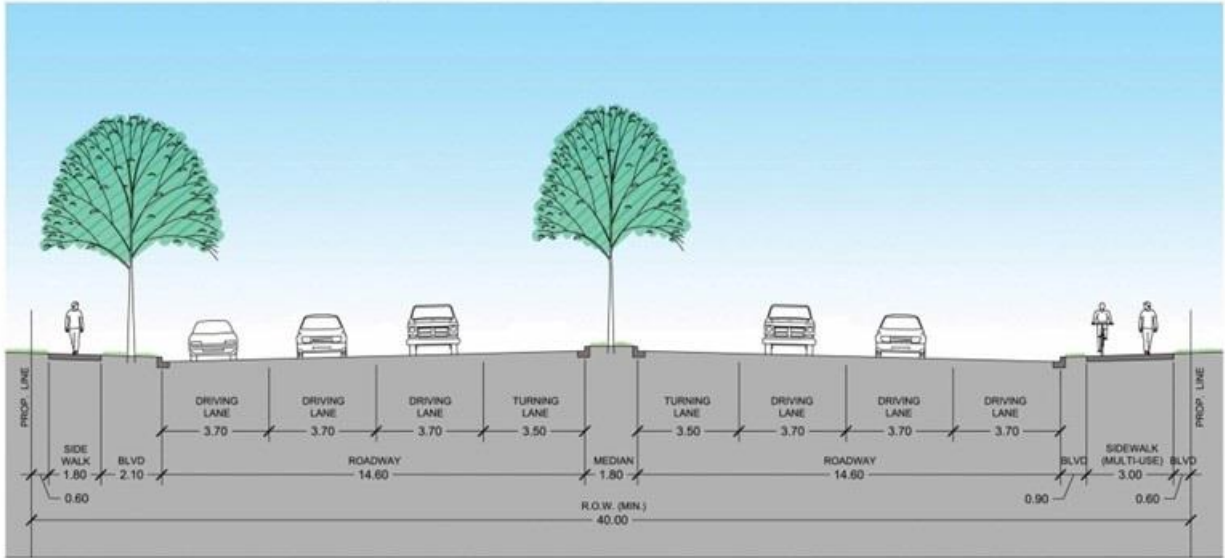
Appendix A.3 – Potential Chuka Boulevard and Dewdney Avenue Intersection

## Appendix A- Non-Binding Information



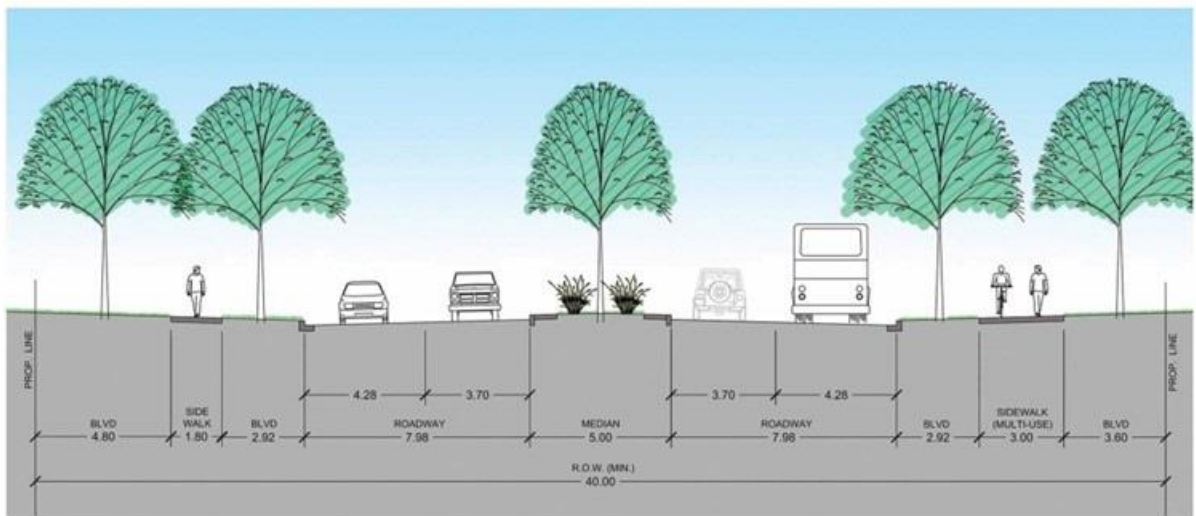
## Appendix A.2

## Chuka Boulevard (Commercial Area Near Intersection)

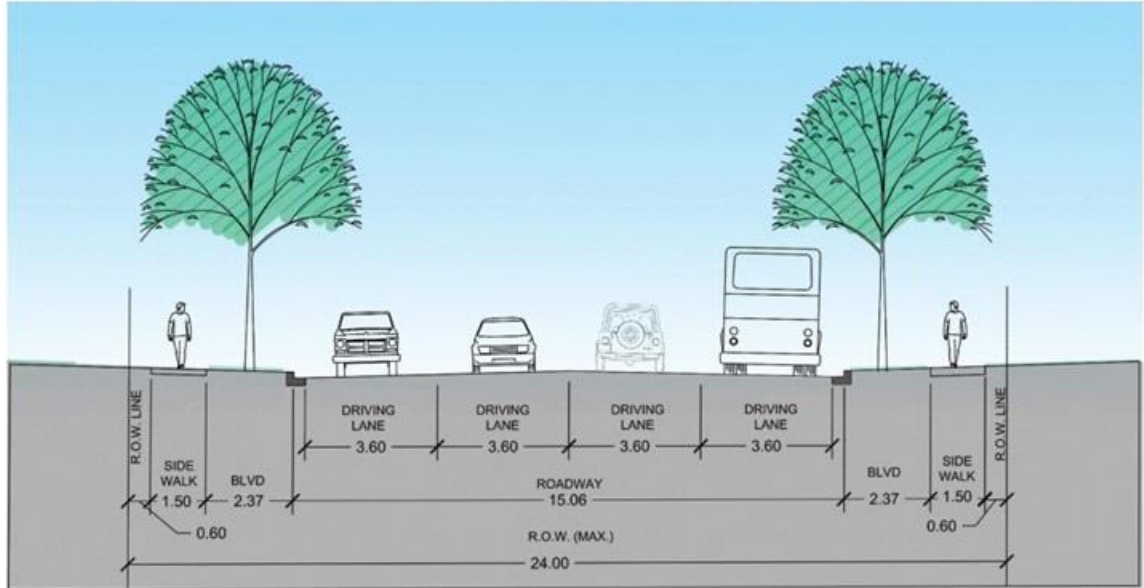


PRELIMINARY

## Appendix 2: Chuka Boulevard (Residential Area)

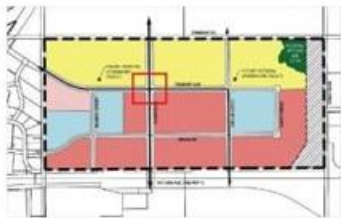


PRELIMINARY



PRELIMINARY





-  Plan Area Boundary
-  Proposed Commercial
-  Proposed Residential
-  Landscaping
-  Potential Pathway

Scale 1 : 2000



0 50 m



## **OFFICIAL COMMUNITY PLAN**

### **PART B.16 Southeast Regina Neighbourhood Plan**



**Prepared for:** The City of Regina

**Submitted by:** Aurora Retail Corp.  
Dream Development  
Chuka Creek Developers  
City of Regina  
Long Lake Investment  
Nanaksar Gurdwara Gursikh Temple

**Prepared by:** B&A Planning Group

# ***Southeast Regina***

## ***NEIGHBOURHOOD PLAN***



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# Executive Summary



## Input

The Southeast Regina Neighbourhood Plan (SENP) provides a planning policy framework to guide the future development of 690 hectares of land within Southeast Regina. Significant inputs into development of the SENP have included:

- Extensive stakeholder consultation and engagement
- Retail Market Study
- Phase 1 and Phase 2 Environmental Site Assessment(s)
- Biophysical Review
- Historical Resource Inventory
- Transportation Impact Assessment
- Servicing Study
- Geotechnical Assessment(s)



## People

Developing a Neighbourhood Plan involves balancing community, landowner, City, and other stakeholder interests within the objectives and principles of the Design Regina Official Community Plan (OCP). Many meaningful conversations occurred with the following stakeholders:

- The project team
- The landowner group
- City of Regina Administration
- Community Associations
- The general public
- School Boards
- The Province of Saskatchewan
- Regional Municipalities of Sherwood and Edenwold





## Process

In order to create a meaningful and effective framework for a complete community, collaboration and sharing of knowledge was essential in the development of the Southeast Regina NP. This SENP was undertaken with significant stakeholder and public engagement and included:

- 1 full-day design workshop with all stakeholders
- 2 stakeholder workshops
- Over 800 conversations with various stakeholder groups
- Over 30 meetings with plan area landowners
- 2 online stakeholder surveys
- 4 stakeholder newsletters
- 2 open houses
- Project website updates



## Output

The SENP sets the planning and development framework for a complete community. The key goals of the SENP are to:

- Support the creation of a complete community that provides opportunities to live, work, and play.
- Ensure new neighbourhoods integrated with and complement existing neighbourhoods.
- Provide a diverse range of employment opportunities and lifestyle services that are accessible to all residents.
- Develop a well-connected network of streets to encourage all modes of transportation.
- Create neighbourhoods with a distinctive character and sense of place.
- Create open spaces that are meaningful, compatible, and appeal to a variety of users.



## 1.1 Background

The purpose of the SENP is as follows:

- Implement the policies contained in the *Design Regina Official Community Plan Bylaw No. 2013-48 (OCP)*, and in doing so, provide the link between the OCP and the future development of the plan area.
- To guide and direct the preparation and approval of subsequent concept plans, land use amendment and subdivision applications within the plan area.

To accomplish this purpose, the SENP contains development objectives, a land use concept, and transportation and servicing frameworks which will ensure the SENP policy directives are achieved over time.

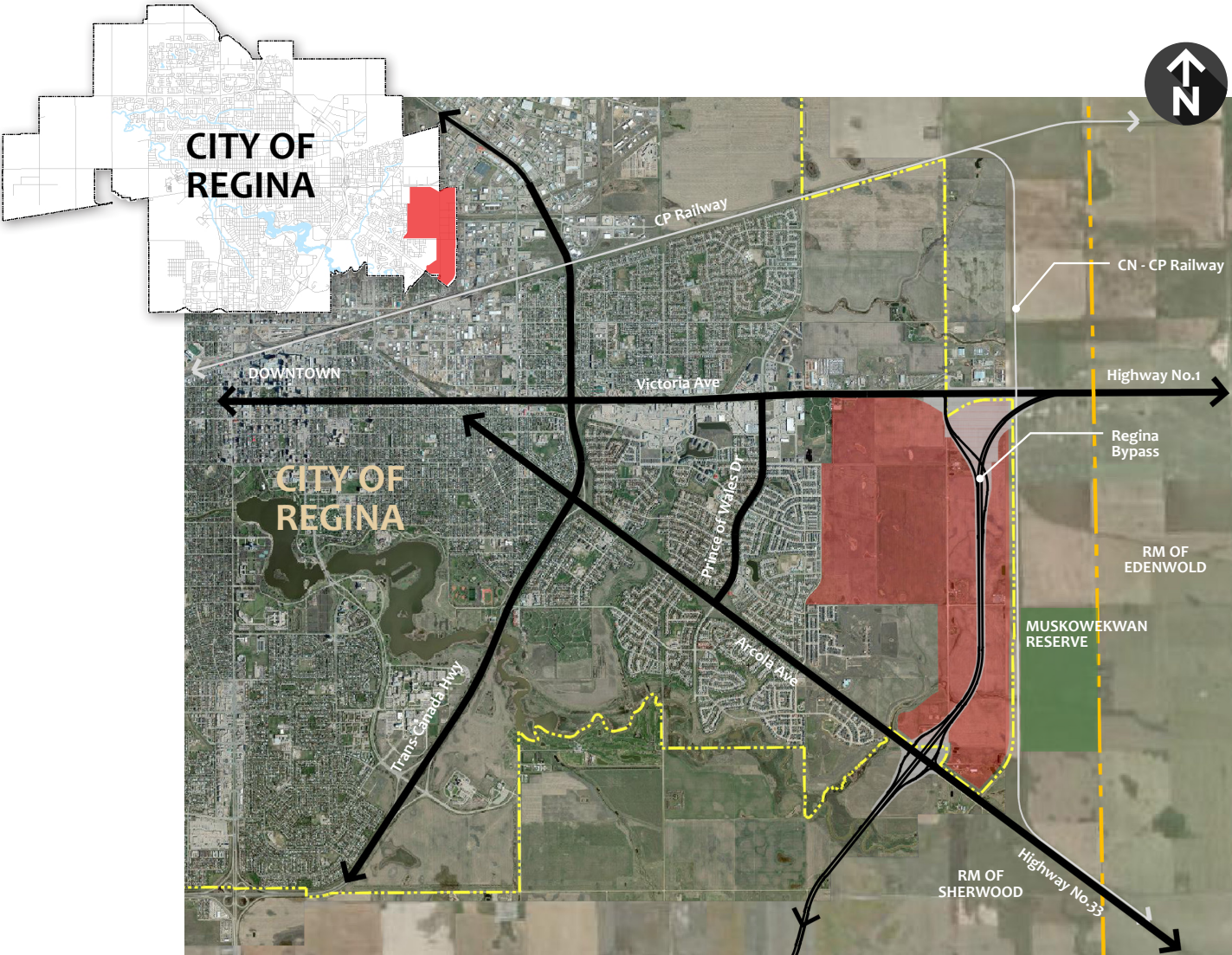
The key considerations for the SENP boundary included the 'Growth Plan' in the City of Regina's Official Community Plan (OCP), the potential to service developments, and the need to undertake a coordinated planning approach for lands located on the east side of the city.

## 1.2 Location

The plan area is located in the southeast sector of the City of Regina on the eastern boundary of the city limits. The area is bordered by Victoria Avenue to the north, Primrose Green Drive and Arcola Avenue to the south, Woodland Grove Drive to the west, and the CN-CP rail line and RM of Sherwood to the east. The plan area is adjacent to the existing neighbourhoods of Windsor Park and Woodland Grove to the west and The Greens on Gardiner and The Creeks to the southwest.



F1 | SE Regina Neighbourhood Plan Context



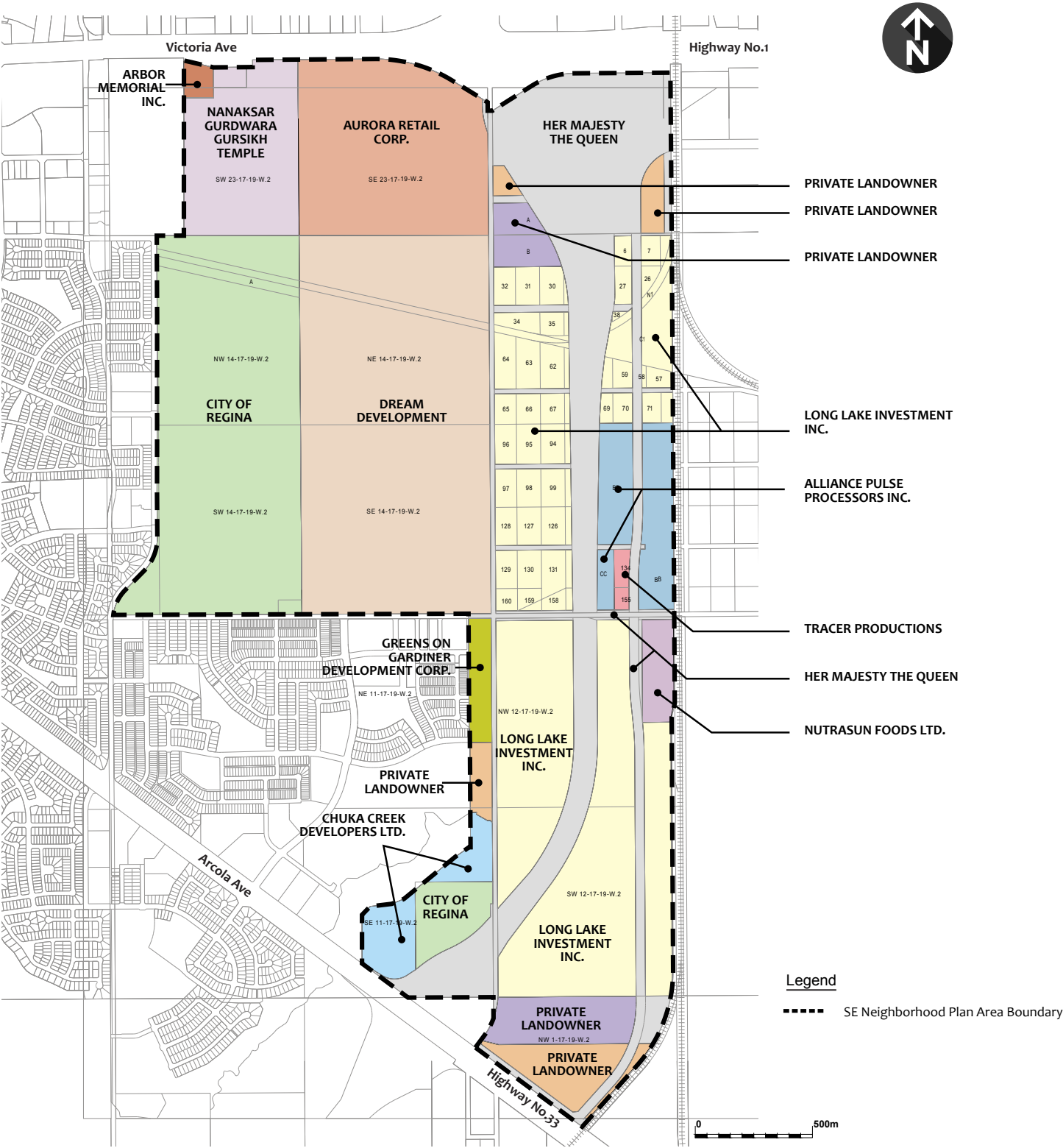
- Legend**
- SE Neighbourhood Plan Area
  - City of Regina Boundary
  - RM of Sherwood/ Edenwold Boundary



## 1.3 Land Ownership

The NP area is comprised of approximately +/- 690.4 hectares (+/- 1705.9 acres) of land. The plan area is owned by 18 different landowners with a variety of legal parcels and ownership areas. A summary of plan area ownership is detailed in **Figure 2: Plan Area Ownership**.

F2 | Plan Area Ownership



## 1.4 Regulatory Framework

### Design Regina OCP - Bylaw No. 2013-48

The SENP must be consistent with other policy documents approved by the City of Regina, including but not limited to the Design Regina OCP.

The OCP establishes two levels of planning required for new areas in the city; a secondary plan forms part of the OCP as a sub-area and is required to provide comprehensive policy governing land-use, servicing, and design solutions for a particular area. A neighbourhood plan (NP) is a type of secondary plan that applies to identified existing, new, or mixed-use neighbourhoods of approximately 200 hectares or more. As such, the SENP will be adopted by bylaw and form part of the Design Regina OCP. Following or concurrent with the SENP approval, the preparation of concept plans may occur within the SENP area.

The SENP area contains approximately +/- 690.4 hectares (+/- 1705.9 acres) of land and proposes a new neighbourhood area, therefore a NP is required to be prepared in accordance with the Design Regina OCP. The NP, in turn, contains direction relative to future concept plan boundaries and requirements. Concept plans shall be developed and submitted to provide further detail required to rationalize land use amendment, subdivision and development permit applications.

The 2014 annexation between the City of Regina and the RM of Sherwood altered the City's eastern boundary and incorporated additional lands into the City and the NP area. The relationship of the SENP area to the January 2014 annexation is shown in **Figure 3: City of Regina 2014 Boundary Alteration**.

The relationship of the plan area to the Design Regina OCP is detailed in **Figure 4: Design Regina OCP - Growth Plan**. Under the OCP, a portion of the plan area is identified within the "Built or Approved Neighbourhoods" area which have been earmarked to accommodate future City growth up to 235,000 people and are considered by the City as a priority growth area. The 235K area has an existing concept plan identified as "The Towns" which was approved by Council in 2008. Concurrent with the SENP, the Towns Concept Plan has undergone amendments to align with the SENP.

The remaining lands within the NP are designated as "New Neighbourhood (300K)" and "Future Long-Term Growth (500K)" intended to accommodate future City population growth to 300,000 and 500,000 respectively. The OCP also identifies an "Urban Corridor" and "Urban Centre" straddling Victoria Avenue.

The OCP requires new neighbourhoods to be designed and planned as complete neighbourhoods, where residents of all ages, abilities, and backgrounds can access daily necessities, employment opportunities, transportation choices, and enjoy lifestyle choices within an adaptable urban environment. The SENP demonstrates conformity with the OCP, by establishing a future vision and direction for a complete community inclusive of residential and non-residential uses of varying intensities, employment lands, and a comprehensive parks and open space network.

### Regina Zoning Bylaw No.9250

Lands within the SENP are currently zoned Urban Holding District. Prior to subdivision and development of the lands, a zoning bylaw amendment shall be required. Future zoning bylaw amendments shall be evaluated for consistency with the OCP, the SENP and corresponding concept plans.

## Timeframe of the Plan

This NP is future-oriented and establishes the overall pattern for how the Southeast Lands are to be developed over an extended period of time. Development is expected to occur over the next 20 years. However, the exact timing of the build out of the NP remains subject to market demand and other factors.

## Map Interpretation

Unless otherwise specified within the NP, the boundaries or locations of any symbols or land use areas shown on a map are approximate only, not absolute, and will be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way.

The precise location of land use boundaries will be evaluated and determined by City administration at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this NP shall not be required.

## Policy Interpretation

In the interpretation of the policies within this plan, the word 'shall' outlines mandatory compliance. 'Should' policy statements demonstrate that compliance is encouraged and recommended. However, 'should' statements may not always be practical and flexibility is provided in such circumstances. 'May' statements indicate no obligation to undertake what is proposed, but implies that the approving authority shall give due consideration to the policy.

Policy numbering within this plan coincides with the section or subsection numbering that immediately proceeds the policy.

## Use Interpretation

To provide general direction to the intended use and development of areas throughout the NP area, the document references land uses that may require interpretation. Within this NP, when specific land uses are mentioned, please refer to the City of Regina's OCP and/or Zoning Bylaw for further clarification. While the NP provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the concept plan stage and implemented via zoning, subdivision and development approvals.

## Amendment of the Plan

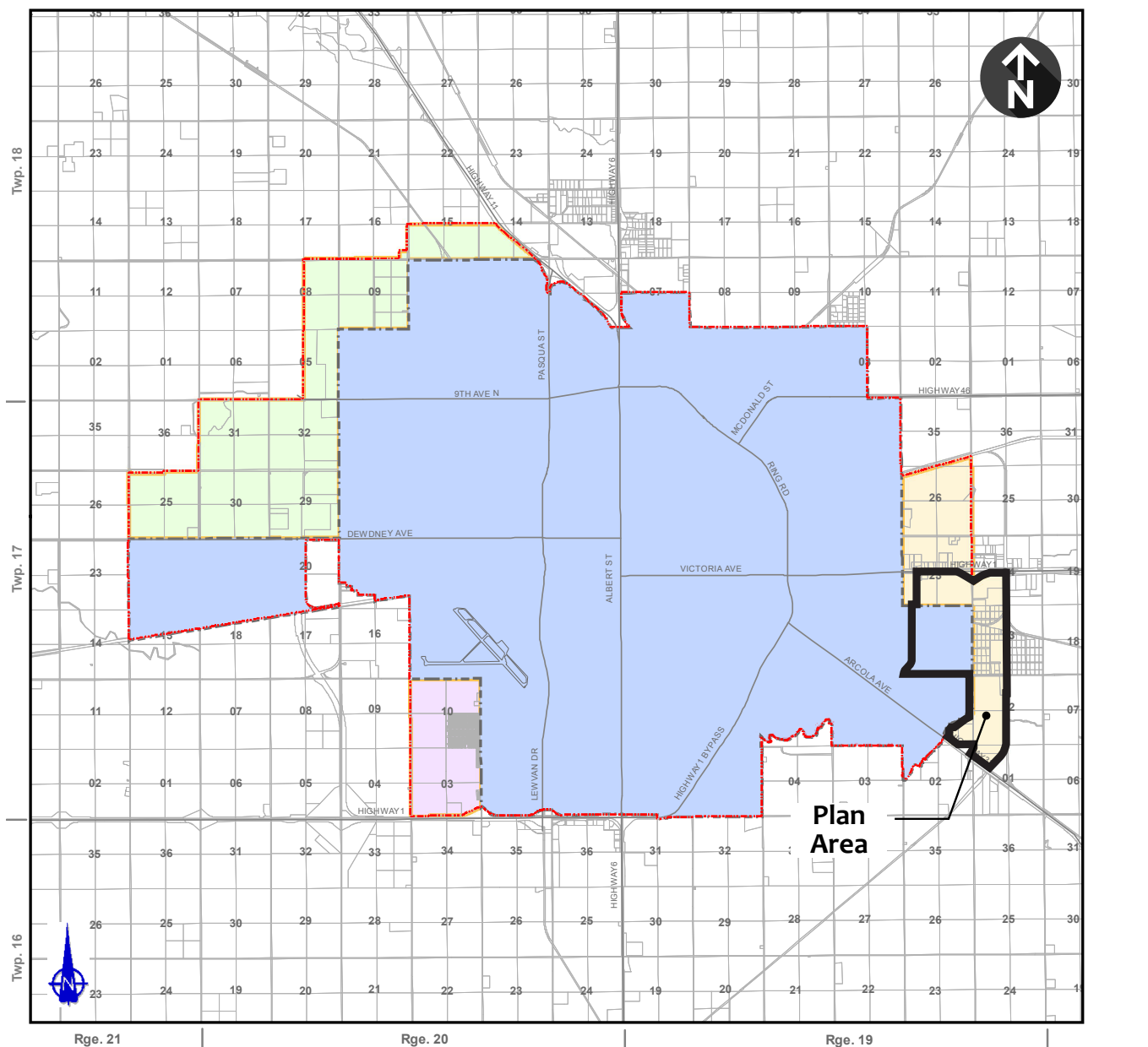
Where required, an amendment to the NP shall be held in accordance with the Planning and Development Act, 2007. If an amendment to the NP is proposed by an applicant, the applicant must submit the justification and information necessary to support the amendment.

## Monitoring of the Plan

The policies within the NP will be monitored in relation to development activity. Where necessary, the policies will be amended either generally or in response to a specific issue.



## F3 | City of Regina 2014 Boundary Alteration

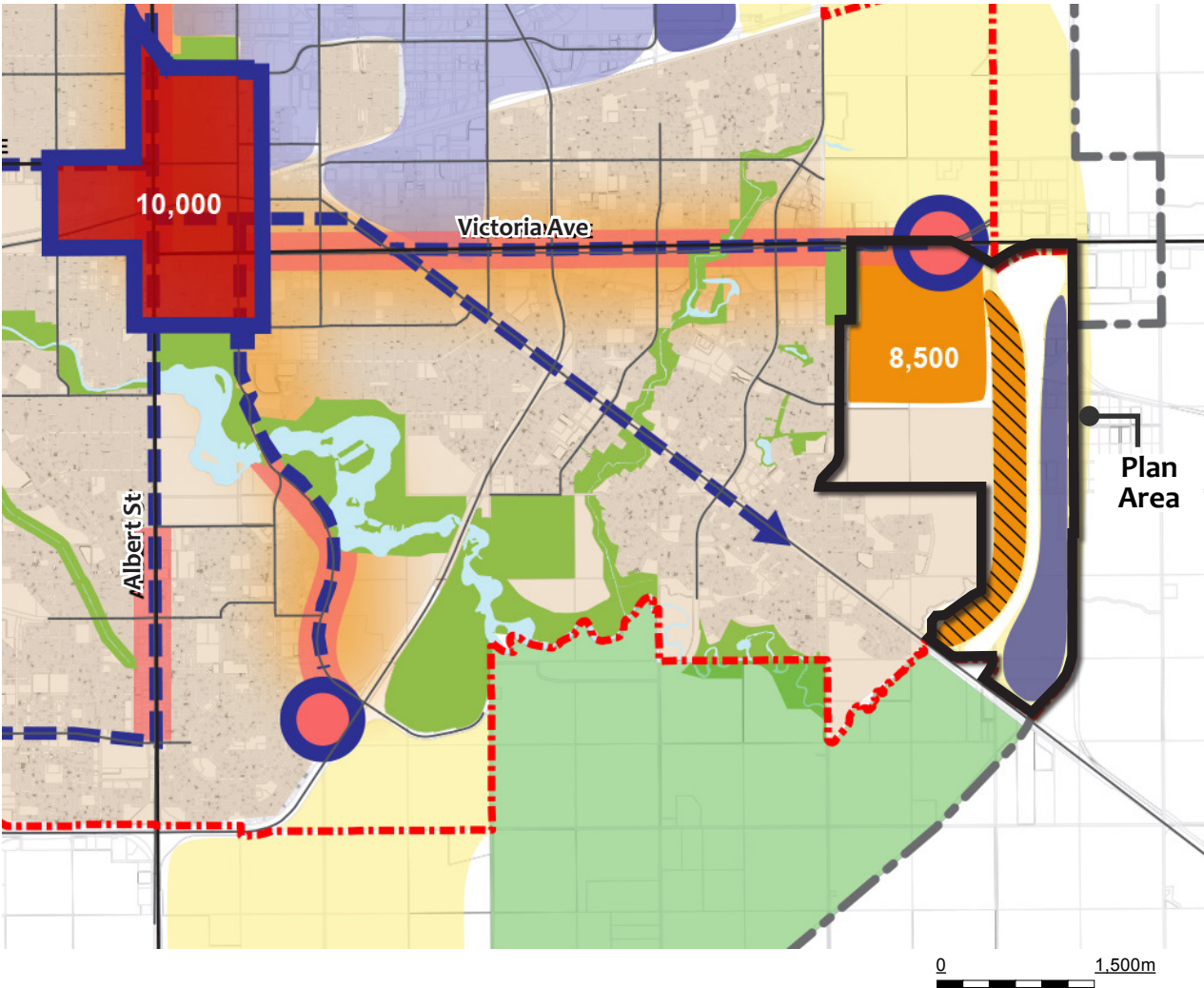


### Legend

#### Annexation Areas:

- East
- Southwest
- West/ Northwest
- 2013 City of Regina Boundary
- Current City of Regina Boundary

F4 | Design Regina OCP - Growth Plan



Legend

- |   |   |   |
|---|---|---|
| <ul style="list-style-type: none"> <li>Joint Planning Area Perimeter</li> <li>2014 City Boundary*</li> <li>2013 City Boundary</li> <li>Major Road</li> <li>Built or Approved Neighbourhoods</li> <li>New Neighbourhood (300k)</li> <li>Intensification Area (300k)</li> </ul> | <ul style="list-style-type: none"> <li>Future Long-Term Growth (~500k)</li> <li>City Centre</li> <li>New Mixed-Use Neighbourhood (300k)</li> <li>Existing Approved Employment Area</li> <li>New Employment Area</li> <li>Collaborative Planning Area</li> </ul> | <ul style="list-style-type: none"> <li>Special Study Area</li> <li>Wastewater Treatment Plant Area</li> <li>Airport Land</li> <li>Express Transit Corridor</li> <li>Urban Corridor</li> <li>Urban Centre</li> </ul> |
|---|---|---|

## 2.1 Plan Area Conditions

### 2.1.1 Existing Land Use and Development

The SENP area is comprised of predominantly agricultural lands for crop production. Other uses include residential farmyards, a former greenhouse site, Pacer's Baseball Park, existing light industrial uses, and institutional facilities.

### 2.1.2 Historical Resources

No known archeological sites have been identified within the plan area and the likelihood of intact archeological sites is low due to cultivation or impacts by previous development. However, there is heritage potential for native prairie habitat adjacent to Chuka Creek. At the time of concept plan submission, an HRIA will be required for lands adjacent to Chuka Creek in SE11-17-19 W2M and SW 12-17-19 W2M.

### 2.1.3 Natural Features

The topography of the SENP is relatively flat with little topographic relief. The plan area has little natural vegetation or tree cover with the exception of existing residential yards. The high point is located in the northeast portion of the site and drainage runs to the south and southwest. Chuka Creek is the lowest point within the plan area. Surface drainage is collected in seasonal drainage channels that drain to Chuka Creek and subsequently to Wascana Creek.

**Figure 5: Existing Natural Conditions** illustrates the site topography and notable natural features of the plan area.

A Biophysical Review of the SENP area was completed by Stantec Consulting Ltd in January 2015. Based on this review, there are a number of identified wetlands within the plan area. The majority of wetlands are Class 1-3 based on the Stewart and Kantrud Classification. Eleven wetlands were classified as Class 10 dugouts. Based on this initial review, the assessment has recommended that further analysis on Class 3 wetlands and Chuka Creek should be completed prior to development, as part of an Environmental Self Assessment, to confirm wetland classification and potential of these wetlands to support sensitive species or species at risk.

## Policies

- 2.1.3(a) As a prerequisite for concept plan approval, the City may require further analysis of potential wetlands, and may require that important wetlands be dedicated as Environmental Reserve (ER) at the time of subdivision.

## 2.1.4 Environmental Conditions

Phase I and Phase II Environmental Site Assessments (ESAs) have been completed for a portion of the plan area as detailed in **Figure 6: Completed ESA's and Geotechnical Assessments**. Recommendations from the ESA reports indicate environmental impacts have been detected within the South 1/2 of Section 14, which requires remediation prior to development. Proof of site remediation for impacted lands shall be required at the concept plan stage.

### Policies

- 2.1.4(a) Prior to development, Phase I Environmental Site Assessments should be submitted concurrently with each concept plan submission within the SENP area.
- 2.1.4(b) Prior to development, Phase II ESAs may be required by the City of Regina based on the results of Phase I ESAs, and should be submitted concurrently with each concept plan submission within the SENP area.
- 2.1.4(c) Environmental impacts identified within the South 1/2 of Section 14 shall be remediated prior to development.

## 2.1.5 Geotechnical Conditions

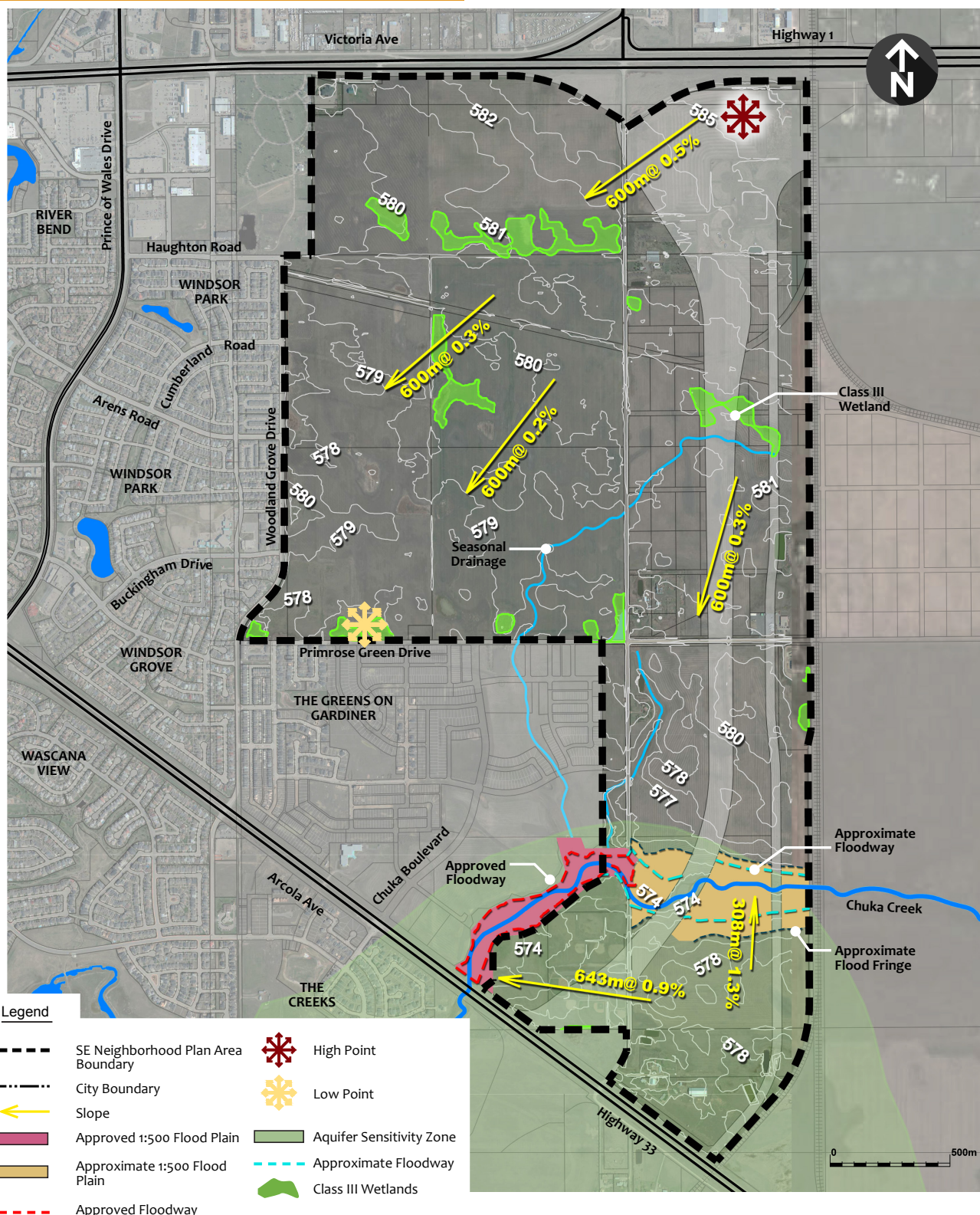
Geotechnical Assessments have been completed for a portion of the plan area. The geotechnical assessments examined subsurface soil conditions, groundwater levels, and overall geotechnical conditions to arrive at development recommendations. The analysis found no significant geotechnical constraints to the development of residential, commercial, and industrial uses envisioned for the SENP lands. The analysis provided a number of considerations relative to the construction activities and requirements for future development. These considerations shall be considered at the time of implementation and development.

### Policies

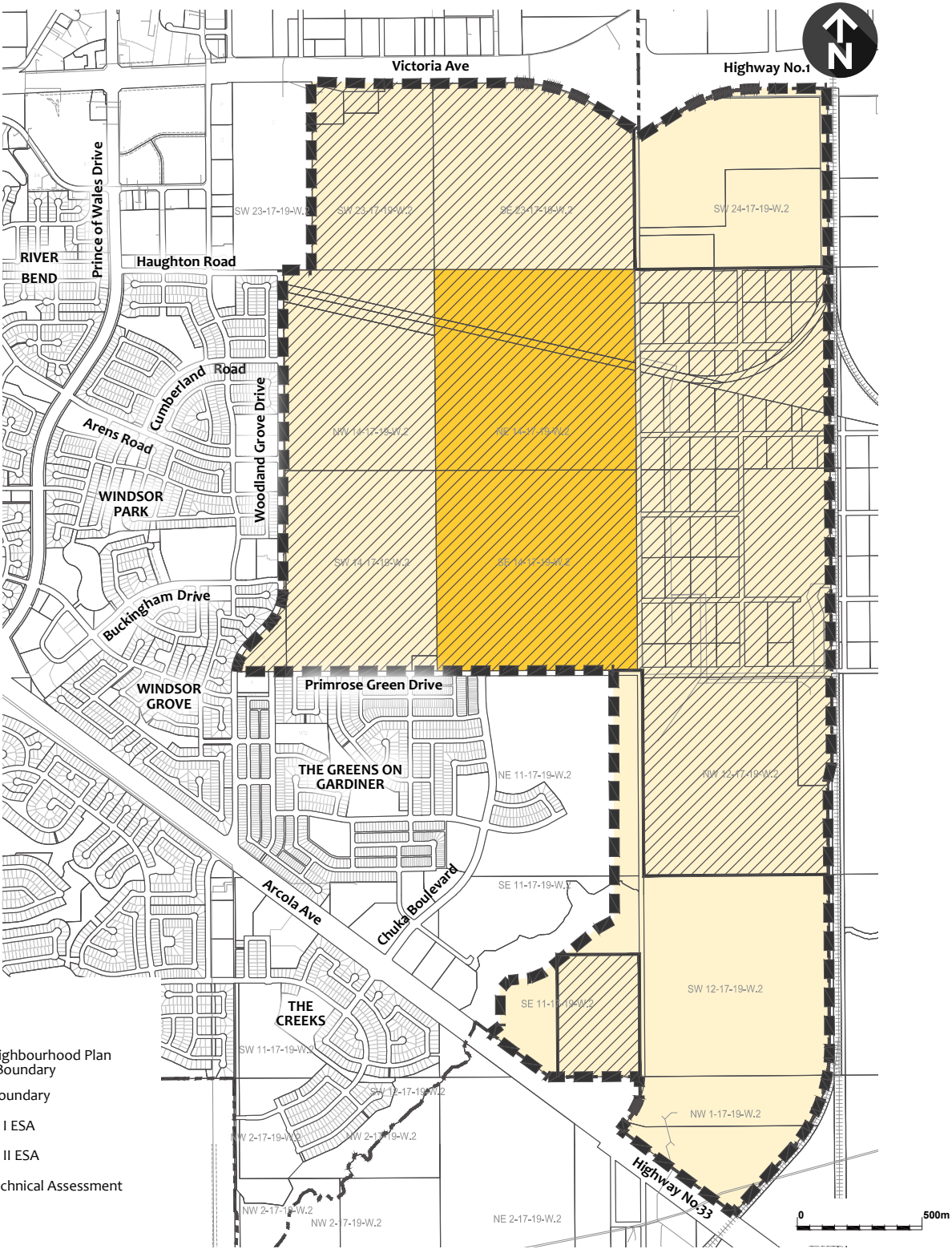
- 2.1.5(a) Prior to development, Geotechnical Assessments should be completed and submitted concurrently with each concept plan submission within the SENP area
- 2.1.5(b) Development within the SENP area should comply with the recommendations stemming from completed Geotechnical Assessments unless waived by the City of Regina.



## F5| Existing Natural Conditions



F6| Completed ESA's and Geotechnical Assessments





## 2.2 Surrounding Area Conditions

### 2.2.1 Adjacent Land Uses & Community Infrastructure

The SENP area is well-positioned in the southeast sector of Regina to accommodate forecast population growth over the next 20 years. With established and fully developed neighbourhoods to the west of the plan area and the Greens on Gardiner neighbourhood to the southwest approaching the final stages of development, the development of the SENP will represent contiguous growth within the city of Regina.

As illustrated in **Figure 7: Southeast Regina Adjacent Land Uses & Community Amenities**, the plan area is within close proximity to existing community and regional amenities and services. Regional retail, hospitality, and other commercial services are located west of the plan area within the Victoria Avenue urban corridor. This area is the largest and busiest commercial corridor in Regina, offering a variety of services to both residents of the City and surrounding region. Development of the subject lands along Victoria Avenue provides the opportunity to extend the existing urban corridor.

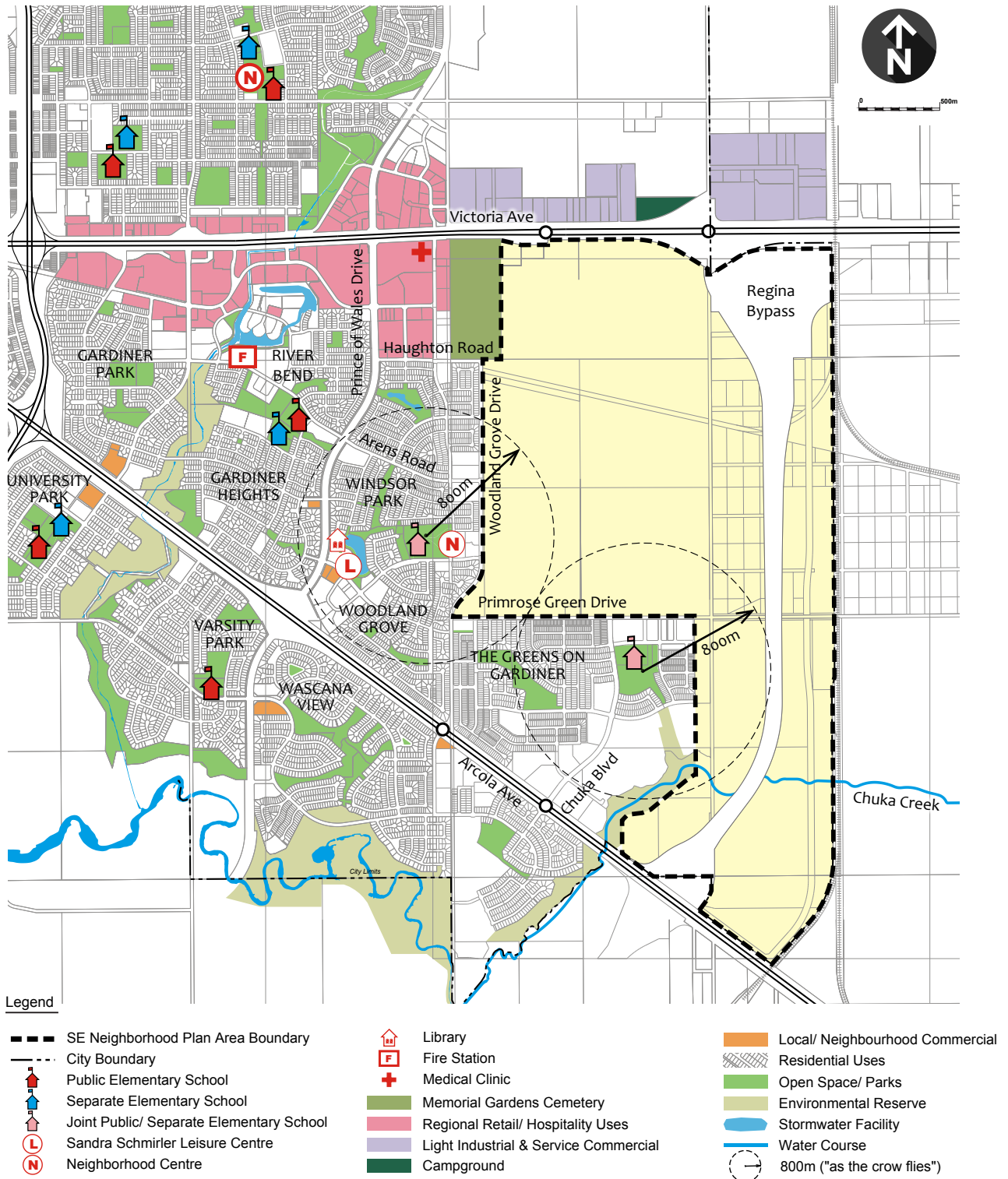
Neighbourhood hubs in adjacent communities include the Sandra Schmirler Leisure Centre/Regina Public Library, the Arcola East Community Centre, and other open space features that act as neighbourhood focal points. The Sandra Schmirler Leisure Centre is a community destination facility that serves as a hub of activity within the Arcola East community, providing recreation opportunities, multi-purpose and meeting spaces, and cultural activities. The Arcola East Community Centre is a neighbourhood recreation centre that provides a gymnasium, multi-purpose room and crafts room and is intended to serve local residents.

The nearest existing public and separate schools are located in the neighbourhood of Windsor Park and a proposed joint public and separate elementary school shall be located in the Greens on Gardiner neighbourhood.

The nearest existing fire station is located within the neighbourhood of Riverbend. This fire station is located approximately 2.5 km from the central portion of the SENP area. The fire station at 2700 Arens Road will service the fire response needs for the SENP prior to the construction of an additional emergency response station within the subject lands. The location of a future additional emergency response station within the plan area will remain subject to further analysis and discussions between the City of Regina and plan area landowners at the time of future concept plan submissions.

The location and type of the existing transportation network, land uses and community infrastructure has helped guide the preparation of the SENP land use concept and development vision.

## F7 | Southeast Regina Adjacent Land Uses & Community Amenities



## 2.2.2 Existing Transportation Network

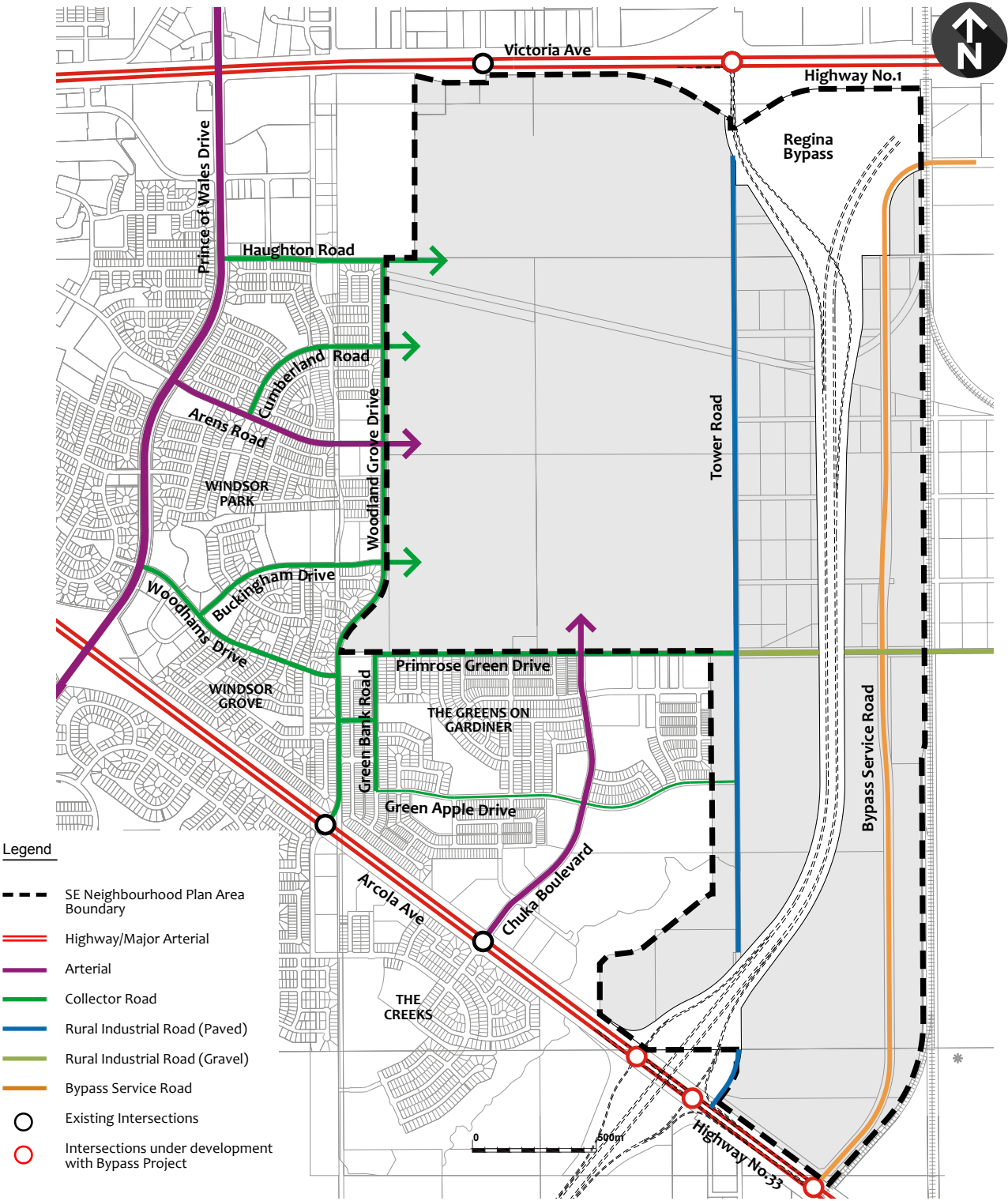
As illustrated in **Figure 8: Existing Transportation Context**, the existing transportation network in relation to the plan area consists of the boundary roads of Victoria Avenue to the north, Arcola Avenue and Primrose Green Drive to the south and Woodland Grove Drive to the west. Direct access to these roadways will connect the plan area to the regional road network and support the efficient movement of residents to and from the plan area.

In addition to these major boundary road conditions, there are a number of east - west roadways which have the potential to support development within the plan area including Haughton Road, Cumberland Road, Arens Road, Buckingham Drive and Primrose Green Drive. These roads will provide access points to and from the SENP lands and provide the connection and integration with surrounding neighbourhoods and existing commercial areas. An important north-south connection into the NP area will be the extension of Chuka Boulevard, which is presently under development within the Greens on Gardiner community.

Aside from these boundary conditions, the plan area is currently bisected by Tower Road which has been recently upgraded to handle heavy truck traffic associated with the existing agricultural processing operations. Additional existing developed roadways include Township Road 252 which is developed to a local industrial standard and provides access to existing agri-industrial operations and includes a constructed crossing over the CN-CP rail line and connections to adjacent lands situated in the RM of Sherwood No. 159 and the RM of Edenwold.



F8 | Existing Transportation Context



### 2.2.3 Future Transportation Network

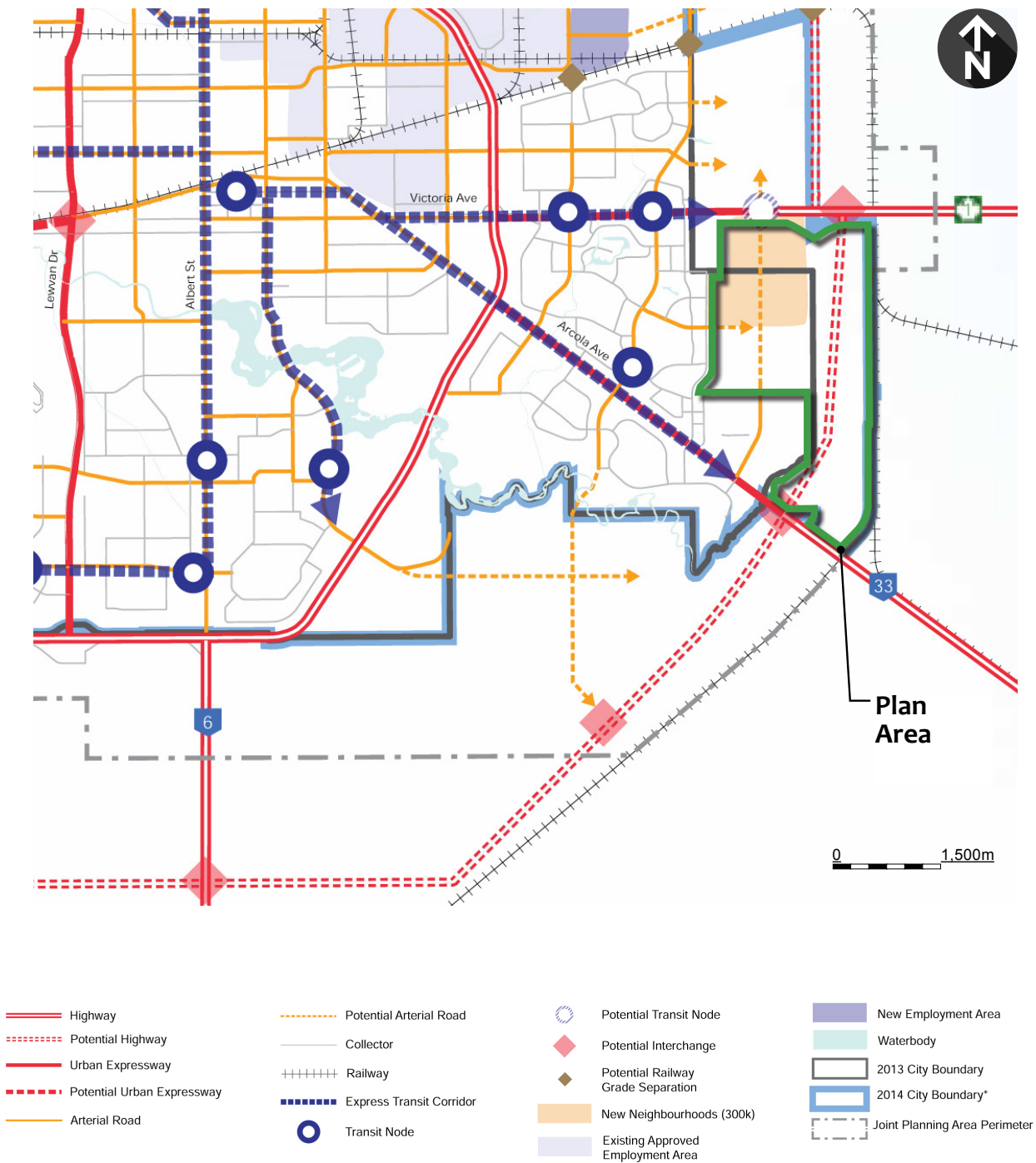
The future transportation network to support development within the plan area has been established by the City of Regina through the completion of the Design Regina OCP and the City Transportation Master Plan (TMP). As illustrated by **Figure 9: Design Regina OCP Transportation Network**, Victoria Avenue and Arcola Avenue are identified as future Urban Expressways transitioning into Provincial Highways as they approach the City's eastern boundary. They have also been identified as future Express Transit Corridors intended to support the growth and development of the City's transit system. Aside from Victoria and Arcola Avenue, the OCP also recognizes Arens Road and Chuka Boulevard as potential arterial roads to support the development of the SENP area.

In addition to the City's OCP and TMP, the Government of Saskatchewan (Province) has recently awarded construction and operation of the Regina Bypass which has a significant impact on the plan area. This Province-led initiative will increase connectivity between Highway No. 1 East to Highway No. 33 and act as the future Trans-Canada Highway for the portion south of Regina. The bypass is intended to alleviate traffic congestion on Victoria Avenue and maintain the high speed free flow of traffic on Highway No. 1. The Bypass will also provide an alternate route for vehicles to travel between Victoria Avenue and Arcola Avenue.

In addition to the Regina Bypass requirements within the plan area, the Province has recently expressed the need to consider the potential implications of the extension of the bypass northward along Anaquod Road (previously Tower Road). In support of this, the Province has provided preliminary design requirements and requested that the SENP establish a land use and policy response to these potential requirements. It is anticipated that a functional plan may be commissioned by the Province to explore the Northeast Bypass and associated design requirements within a 3 year period which will finalize the exact location and extent of right of way required to support this future infrastructure initiative.

The SENP has taken into account both the existing transportation network and the future transportation requirements necessary to support the development of the plan area.

F9 | Design Regina OCP Transportation Network



## 2.3 Constraints

*The constraints section addresses items that may pose a potential limitation to development within the plan area and provides an appropriate policy response to address such limitations.*

### 2.3.1 Regina Bypass

The Province has secured the right-of-way for the Regina Bypass, located within the plan area. The Bypass right-of-way and service road dedication is shown on **Figure 10: Land Use & Development Constraints**, consisting of approximately 105 hectares (259 acres) of land within the plan area. Residential, commercial, and industrial development within the vicinity of the Bypass will be subject to setback requirements as determined by the Province. Preliminary building setbacks from the nearest travel lane, provided by the Province, have been identified at 55 metres for commercial and industrial uses and 60 metres for residential uses.

To address the potential noise impacts stemming from traffic movements and volumes associated with the Bypass, MMM Group Limited undertook a Noise Control Study to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the proposed Bypass. The report concluded that development within the SENP will not be constrained by future traffic noise as forecast noise levels for adjacent development areas remain within City of Regina standards. Notwithstanding, certain noise attenuation measures for the control of outdoor and indoor sound levels were recommended.

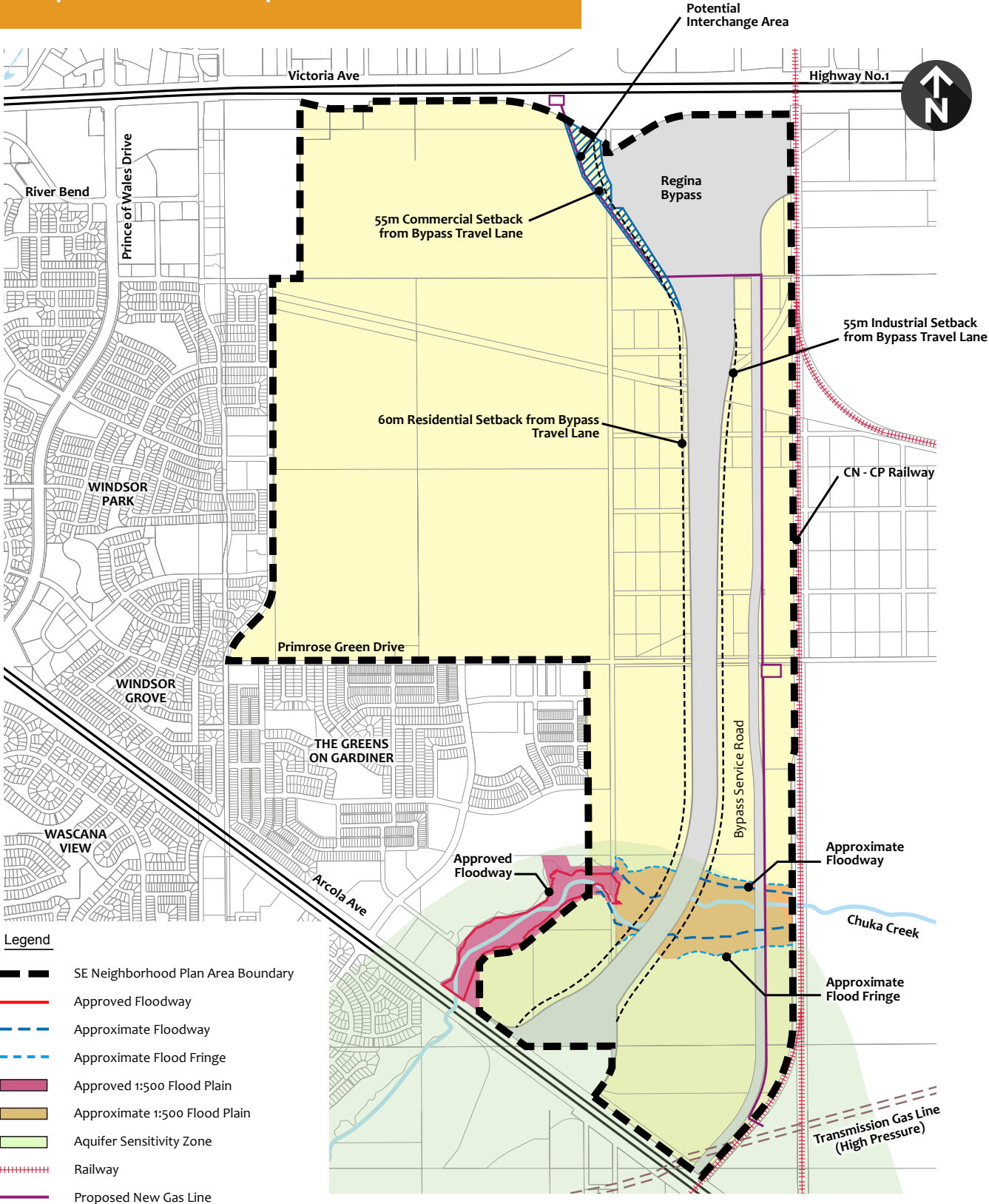
In addition to the Regina Bypass, the Province has identified the potential to commence functional planning for the NE Regina Bypass within a 3 year period. The NE Regina Bypass may necessitate realignment of Anaquod Road and a future interchange at Anaquod Road and Victoria Avenue. In the absence of a completed functional plan, an analysis of the lands which may be impacted by a potential interchange area has been undertaken.

#### Policies

- 2.3.1(a) Lands for the Regina Bypass shall be provided as shown on **Figure 10: Land Use & Development Constraints**.
- 2.3.1(b) Should lands identified for the bypass development not be required, the lands may be used to accommodate appropriate types of land-use and development, as determined by the City.
- 2.3.1(c) Development shall be setback from bypass improvements in accordance with applicable Provincial requirements.
- 2.3.1(d) Noise attenuation measures for indoor and outdoor noise control should be in conformance with recommendations contained in noise impact assessments completed at the time of concept plan submissions.
- 2.3.1(e) Recommendations for outdoor living areas, sound barrier fences, and building and landscape treatments should be considered at the concept plan stage when land uses, lot siting, and lot orientation are available.
- 2.3.1(f) All developments occurring within 90 metres of the Regina Bypass and the Regina Bypass Service Road shall be subject to review and approval by the Ministry of Highways as per Provincial legislation.



F10 | Land Use & Development Constraints



### 2.3.2 Chuka Creek Floodplain

Chuka Creek runs east-west across the southern portion of the plan area, collecting regional drainage and conveying flows into the Wascana Creek system. The defined 1:500 floodway and the flood plain associated with Chuka Creek has been identified in **Figure 10: Land Use & Development Constraints**.

The floodway is the portion of the flood plain where the waters in the 1:500 year flood are projected to meet or exceed a depth of one metre or exceed a velocity of one metre per second. This area should be dedicated as Environmental Reserve (ER). Environmental Reserve is dedicated lands provided to the municipality or Crown based on lands deemed undevelopable due to environmental significance, flooding, slope, etc. and as per the *Planning and Development Act, 2007*.

A portion of the Chuka Creek floodway has been defined and approved through the Greens on Gardiner Concept Plan. An approximate floodway has been identified in the plan area based on the elevation contours of the approved floodway. Further analysis and delineation of this floodway may be required at concept plan stage.

The flood fringe is the portion of the flood plain, outside the floodway, where the waters in the 1:500 year flood are projected to be less than a depth of one metre or a velocity of one metre per second. Those lands situated within the flood fringe area will be subject to special development considerations to ensure appropriate flood mitigation measures have been undertaken at the time of development.

#### Policies

- 2.3.2(a) The lands situated within the Chuka Creek floodway should be dedicated as Environmental Reserve; the use of land dedicated as Environmental Reserve shall be in accordance with the *Planning and Development Act, 2007*.
- 2.3.2(b) Future development within the Chuka Creek flood fringe shall be subject to development regulations as specified within the Regina Zoning Bylaw

### 2.3.3 Aquifer Sensitivity Overlay

The Aquifer Protection Overlay Zone is located in the southeast corner of the plan area and is identified as a low sensitivity zone. Development within the aquifer sensitivity area will consider the aquifer sensitivity and adhere to the regulations outlined in the Regina Zoning Bylaw.

#### Policies

- 2.3.3(a) Development within the Aquifer Sensitivity Area shall adhere to the Regina Zoning Bylaw.

### 2.3.4 High Pressure Gas Line

An existing high pressure TransGas transmission line is located in the southeast corner of the plan area. Consideration of this line should be taken for any future development directly adjacent to the transmission line.

#### Policies

- 2.3.4(a) Development adjacent to the high pressure gas line right-of-way shall be subject to the setback and development requirements as stipulated by the City of Regina.

### 2.3.5 CN-CP Rail Line

The shared CN-CP rail line is located on the eastern edge of the plan area. The presence of the railway and the future bypass restrict the viability and appropriateness of residential land uses within this area. Planning of these lands should consider an appropriate interface with the railway. Industrial uses would be a compatible land use adjacent to the railway.

#### Policies

- 2.3.5(a) Future land uses adjacent to the railway shall not include residential uses.
- 2.3.5(b) Development setbacks from railway corridors will be established by the City of Regina, and should be based on the FCM/RAC *Guidelines for New Development in Proximity to Railway Operations, 2013*.



# ***Vision & Design Principles***

## **3.1 Vision Statement**

The southeast community provides the opportunity for residents to live, work and play in an attractive and comfortable environment; where residents can walk or ride their bike to parks or local services; and where children can attend all levels of school in their own community. The southeast community is a complete community that provides choice and opportunity for all Regina residents.

The southeast lands shall support the development of a complete community comprised of several distinct neighbourhoods containing a range of housing options, commercial services, recreational opportunities, and institutional land uses. The Victoria Avenue corridor has become a busy activity centre that serves the commercial needs of area residents and the greater Regina region. Chuka Boulevard provides an attractive space for multi-modal forms of travel through the community. A vibrant hub at the centre provides higher residential densities, mixed- uses, and local and personal services to residents, creating a focal point for surrounding neighbourhoods.

Neighbourhood areas contain residential development of varying densities, complemented by an interconnected open space system that provides appealing public spaces and recreational opportunities for a variety of users. The linear stormwater facility creates an open space spine that connects residential areas and promotes pedestrian and cyclist activity. The Zone Park draws users from within the community and throughout the city, fostering sport and recreation and encouraging healthy and active lifestyles.

Industrial uses on the east side of the Bypass provide employment opportunities for area residents and foster the overall economic health of the southeast community and the city.

The southeast community will integrate with and complement existing neighbourhoods, corridors, and centres while providing new opportunities for employment, retail services, recreation, education, and housing.



## 3.2 Design Principles

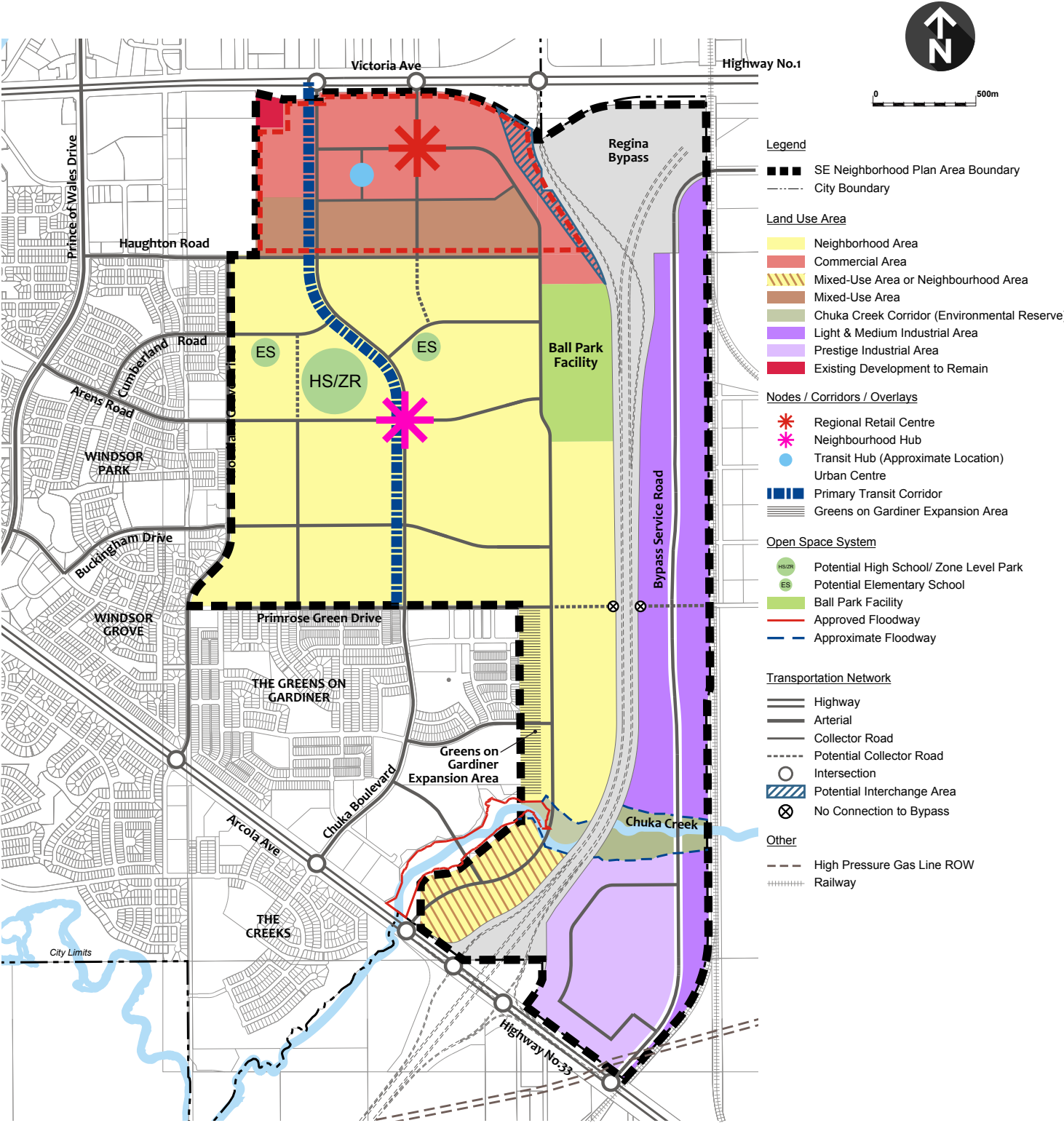
In accordance with the approved priorities of the Design Regina OCP, the SENP has been planned as a complete community, incorporating residential development, employment lands, an Urban Centre, and a Transit Hub. Key design principles embodied in this Neighbourhood Plan include:

- **INTEGRATION WITH EXISTING USES** - the plan area will consist of neighbourhoods that consider and respect existing development. Boundary conditions will complement and integrate with existing neighbourhoods, urban corridors, transportation networks, and open space systems.
- **LAND USE DIVERSITY** - the Southeast lands will form a complete community by providing opportunities for recreation, cultural development, education, and employment. The plan area will accommodate a full range of residential and non-residential land uses.
- **HOUSING MIX** - a range of housing product and housing density will be offered within the NP area to support a diverse population and allow residents to remain in the community through various stages of their life. Achieving or exceeding the OCP residential density target, the anticipated housing will range from low to high density residential development and include single detached residential, attached housing forms, and apartment units.
- **EMPLOYMENT AND HUBS** - a variety of employment opportunities, lifestyle services, and commercial land uses will be integrated within the plan area to meet regional, community, and neighbourhood needs. Various employment opportunities and daily services will be offered in strategic locations within the plan area. Built forms will range from pedestrian-focused mixed-use development within the central Neighbourhood Hub to large-format retail uses within the Regional Retail Centre. Future Industrial lands will form a significant employment base within the plan area.
- **CONNECTIVITY** - the street network will integrate the SENP with existing neighbourhoods and the regional transportation system. Connectivity with existing city development is ensured through multiple access points from surrounding neighbourhoods and direct access points off of Victoria Ave and Arcola Ave. The well connected network of streets (grid-like) and the comprehensive system of sidewalks, multi-use pathways, regional pathways, and greenways will encourage pedestrian and cyclist circulation within the community. A transit corridor and transit hub will promote public transit use and allow residents to access key community amenities.
- **OPEN SPACE & RECREATION** - the SENP will offer a range of passive and active recreation opportunities and community gathering places through a comprehensive park and pathway system. An enhanced linear stormwater facility encompassing a pathway system will run north-south through the plan area and eventually connect with Chuka Creek and subsequently the Wascana Creek system. Neighbourhood parks will provide places to gather and socialize. A Zone Park will be a focal point for athletics, providing a variety of areas for both recreational and competitive activities.
- **SENSE OF PLACE** - the design of the SENP will invoke a sense of place within its neighbourhoods through the creation of Neighbourhood Hubs, areas of activity, defined focal points, and view corridors to the open space system. Forming a portion of the regional gateway on both the north and south boundaries, the NP area will maintain a high standard of built form and architectural design.

### 3.3 Land Use Concept

**Figure 11: Land Use Concept** provides an overview of the general location of the land use and transportation framework envisioned to support the development of a complete community within the NP area. **Table 1: Land Use Concept Overview** provides a description of key land use elements, nodes, corridors and overlays which relate to the SENP.

F11 | Land Use Concept



## T1 | Land Use Concept Overview



### **Neighbourhood Area**

A defined area within a community, containing a mix of residential uses of varying densities/forms and compatible non-residential uses.



### **Commercial Area**

Serves the retail, service and employment needs of area residents. Retail uses may include medium and large format uses. Other uses may include office, cultural, and recreational uses.



### **Mixed-Use Area**

Mixed use areas may contain a mix of commercial, residential and employment uses mixed either vertically or horizontally. Other complementary uses may include office, cultural, and recreational uses.



### **Industrial Areas**

Provide for prestige, light and medium industrial uses between the Regina Bypass and the CN/CP Railway.



### **Chuka Creek Corridor**

Includes the Chuka Creek floodway as Environmental Reserve and the flood fringe which will require special development considerations.



### **Existing Development to Remain**

Regina Memorial Gardens and Cemetery will remain as currently developed.



### **Urban Centre**

An area of focus for medium - high-density residential, retail and commercial uses, and transit-oriented development, that is easily accessible to a large segment of the population.



### **Regional Retail Centre**

An area of medium to large format retail uses located within the Urban Centre and containing predominantly single story, stand alone structures which may be supported by smaller format junior anchors.



**Neighbourhood Hub**  
A focal point for all neighbourhoods within the Neighbourhood Plan. Provides a pedestrian-oriented environment and a mix of uses including medium-high density residential, retail and service uses, and transit-oriented development.



**School Sites**  
Areas identified for potential school sites, elementary and high school, combined with public recreation areas.



**Ball Park Facility**  
The new location for the existing Ball Park that was impacted by the construction of the Regina Bypass at Arcola Avenue. The Ball Park will be a regional facility containing a number of baseball diamonds.



**Greens on Gardiner Expansion Area**  
Expansion area of the approved Greens on Gardiner Concept Plan.



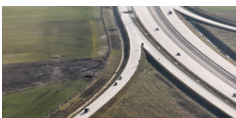
**Transit Hub**  
A point in the transit network that is a transfer location between multiple transit routes.



**Primary Transit Corridor**  
A route that is served by a higher level of transit operating at higher frequencies.



**Regina Bypass**  
The right-of-way required for the Regina Bypass. Development setbacks will apply to lands adjacent to the Bypass.



**Potential Interchange Area**  
An approximate area that may be required for a potential development of an interchange at Victoria Avenue and Anaquod Road (previously Tower Road) in order to connect to the future Northeast Bypass, north of Victoria Avenue.



## 3.4 Neighbourhood Plan Statistics

### 3.4.1 Land Use Statistics

**Table 2: Neighbourhood Plan Land Use Statistics** provides an overview of the land use statistics for the SENP. These statistics have been calculated based on the general land uses presented in **Figure 11: Land Use Concept** in order to provide clarity on anticipated land use yields and population projections.

#### *T2 | Neighbourhood Plan Land Use Statistics*

Land Use	Area (Hectares)	Area (Acres)	% of Plan Area
Neighbourhood Area	296.3	732.2	43.1%
Commercial Area	66.1	163.3	9.6%
Mixed-Use Area	53.9	133.1	7.8%
Prestige Industrial	59.3	146.7	8.6%
Light & Medium Industrial	74.6	184.4	10.8%
Existing Development to Remain	1.8	4.5	0.3%
Regina Bypass & Service Road	105.2	259.9	15.3%
Chuka Creek Corridor	8.0	19.7	1.2%
Ball Park Facility	22.6	55.8	3.3%
<b>Total</b>	<b>687.8</b>	<b>1699.6</b>	<b>100%</b>

#### Policies

- 3.4.1(a) The location and type of land uses, parks and open space and transportation network shall be in conformity with an approved concept plan which is in general compliance with this Neighbourhood Plan.
- 3.4.1(b) Notwithstanding Policy 3.4.1(a), minor variances to the generalized land use concept introduced at the time of a concept plan, rezoning and/or subdivision application shall not require an amendment to this Neighbourhood Plan.

### 3.4.2 Population & Jobs

**Table 3: Population & Job Statistics** calculates the minimum population requirements and anticipated job projections for the Neighbourhood Plan. The gross developable residential area was calculated by deducting the non-developable areas and the regional land uses identified in the plan. The minimum population requirement for the SENP was determined using the gross developable residential area and the City's OCP target of 50 persons per gross hectare<sup>1</sup>. Anticipated job projections were calculated based on assumed commercial and industrial net areas, floor area ratios, and corresponding employment assumptions.

#### T3 | Population & Job Statistics

	Hectares	Acres
<b>Total Plan Area</b>	<b>687.8</b>	<b>1699.6</b>
Less Regina Bypass & Service Road ROW Dedication	105.2	259.9
Less Ball Park Facility	22.6	55.8
Less Zone Park	15.0	37.0
Less Chuka Creek Floodway (Future Environmental Reserve)	4.7	11.5
Less Existing Funeral Home Lands (Development to Remain)	1.8	4.5
<b>Gross Developable Area</b>	<b>538.5</b>	<b>1330.9</b>
<b>Regional Land Uses</b>		
Less Regional Commercial Area	66.1	163.3
Less Industrial Areas	134.0	331.1
<b>Gross Developable Residential Area</b>	<b>338.4</b>	<b>836.5</b>

Gross Developable Residential Area (Ha)	City Population Intensity Targets	Minimum Population Requirements	Anticipated Job Projection <sup>2</sup>
338.4 ha	50 persons per gross hectare	16,920	6,000

<sup>1</sup> The initial Towns Concept Plan was approved prior to the adoption of Design Regina OCP. As such, the Towns is considered exempt from the minimum population intensity target set out in the OCP of 50 persons per gross residential hectare. Notwithstanding this exemption, the Towns Concept Plan area has been included in the overall population projection.

<sup>2</sup> Anticipated Job Projection is based on the following assumptions:

- **Gross-Net Ratio:** less 7% for Light/Medium Industrial, less 15% for Prestige Industrial, less 25% for commercial area
- **Floor Area Ratio:** 0.15 FAR for Industrial and 0.3 FAR for commercial
- **Employment Ratio:** 1 job per 100m<sup>2</sup> of Industrial area, 1 job per 50m<sup>2</sup> of commercial area

Employment Uses considered for Anticipated Jobs calculation include:

- Commercial Area (66.1 hectares, 163.3 acres)
- 20% of north Mixed-Use Area (7.0 hectares, 17.2 acres)
- 40% of the south Mixed-Use Area (7.6 hectares, 18.8 acres)
- Neighbourhood Hub (4.5 hectares, 11.0 acres)
- Prestige Industrial (59.4 hectares, 146.7 acres)
- Light & Medium Industrial (74.6 hectares, 184.4 acres)

## 4.1 Communities & Neighbourhoods

### Purpose

The plan area will incorporate one Community and one Employment/Industrial Area. Neighbourhood boundaries within the community are delineated to help inform future concept planning in order to create a sense of identity and facilitate logical and cohesive development.

#### 4.1.1 Communities

The term 'Community' is typically used to describe a geographic area of between 5,000 and 20,000 residents that is planned comprehensively and developed over time. The approximate size of each neighbourhood relating to the SENP is shown on **Figure 12: Community and Neighbourhood Boundaries**.

The SENP will consist of a complete community containing a range of housing, commercial, recreational, and institutional land uses. The SENP community will be comprised of a series of neighbourhoods which, through careful planning, contribute to the realization of a complete community.

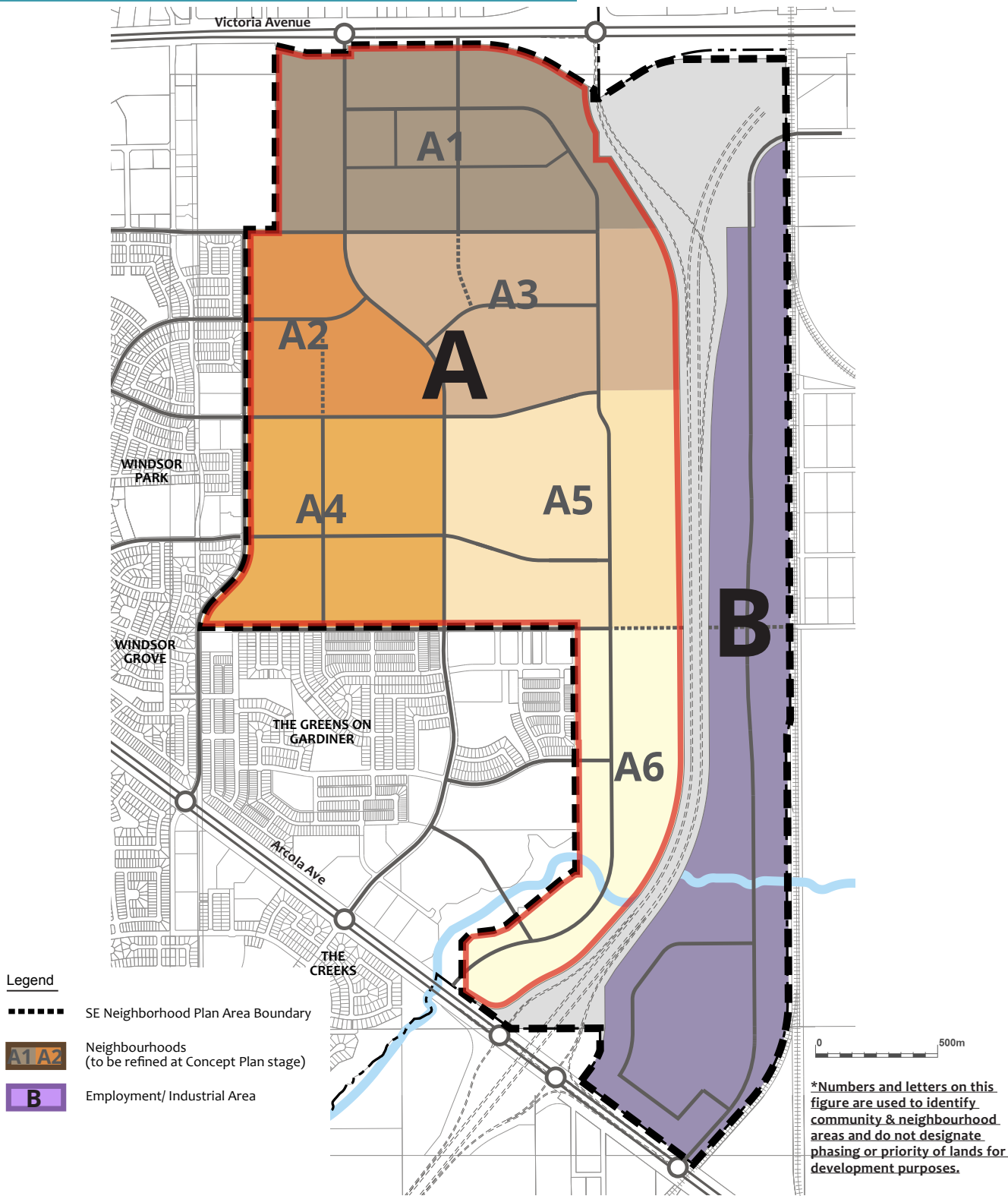
### Policies

- 4.1.1(a) The Plan Area may consist of one (1) Community and one (1) Employment/Industrial Area, and six (6) Neighbourhoods, as generally shown on **Figure 12: Neighbourhood Boundaries**.
- 4.1.1(b) The SENP community should provide the following: a broad range of housing choices, commercial uses, school facilities, open space and parks, accessible transit, and distinctive and attractive neighbourhoods.

**Complete neighbourhoods** are places where residents enjoy their choice of lifestyles, food, housing options, employment, services, retail and amenities, multi-modal transportation, and educational and recreational facilities and programs.

- Design Regina OCP,  
Guidelines for Complete Neighbourhoods

F12 | Community & Neighbourhood Boundaries



## 4.1.2 Employment/Industrial Area

The Employment/Industrial area includes the lands east of the bypass, identified for industrial development. No residential development will be provided in this significant area of employment, therefore no neighbourhood boundaries have been delineated. The employment/industrial area, while separate and distinct, shall generate local and regional employment opportunities and thus contribute to the development of a complete community within the SENP.

### Policies

- 4.1.2(a) The Employment/Industrial Area shall not contain residential uses and school facilities, and therefore does not require the delineation of neighbourhood boundaries.

## 4.1.3 Neighbourhoods

The term 'Neighbourhood' is commonly used to describe a distinct part of a community, containing an area of approximately 160 acres comprising residential and compatible non residential uses and supported by one or more neighbourhood hubs. Based on this guiding principle, there are six (6) neighbourhoods delineated in SENP Community.

The neighbourhood boundaries are approximate and may be refined at the time of a concept plan. The composition, size, intensity, and architectural style may vary between neighbourhoods.

When delineating neighbourhood boundaries, the SENP considered the general size of Neighbourhood Areas, infrastructure considerations, and boundary conditions such as existing development, the regional transportation system, and the internal street network.

### Policies

- 4.1.3(a) The exact boundaries of neighbourhoods illustrated on **Figure 12: Community & Neighbourhood Boundaries** may be refined at the time of concept plan without amendment to this plan being required.
- 4.1.3(b) Neighbourhoods should include a range of residential uses and intensity and may be designed around a centralized neighbourhood hub.



# Land Use Areas

The Land Use Areas identified on **Figure 11: Land Use Concept** are intended to define the overall intent and general land use framework for the main areas within the NP. Additional detail in the form of Nodes, Corridors, and Overlays are applied to Land Use Areas to provide further detail and direction which shall support and guide the preparation of subsequent concept plans.

## 4.2 Neighbourhood Area

### Purpose

The Neighbourhood Area allows for an appropriate mix of residential uses of varying densities and forms in a defined area. Neighbourhood Areas should be designed around a central neighbourhood hub, and should provide a distinct identity for its residents, created through the use of natural features, public parks, streetscape design, landmarks, and sightlines. Neighbourhood Areas should be pedestrian oriented, allow for diverse housing options, and create a sense of community.

Within the Neighbourhood Areas identified on **Figure 11: Land Use Concept**, a combination of low, medium, and high density residential development is envisioned. The majority of the medium and high density development is anticipated within the Urban Centre, along Chuka Boulevard, and in proximity to the Neighbourhood Hub. Medium and high density development may also be strategically located near open space amenities and major road networks. A range of housing types will be accommodated within the NP to provide housing choice to a diverse population and people at varying stages of life. Appropriate interface areas and gradients in density will be provided in order to ensure appropriate transitions and compatibility between various land uses and densities and in relation to existing development. Under the Design Regina OCP, new residential areas are required to achieve a minimum gross population density of 50 persons per gross hectare. Each residential concept plan area within the Southeast NP will reach or exceed this minimum population density. Based on City requirements and the general land use concept, the estimated minimum population target for the SENP is approximately 16,920.

### Policies

#### Location of Neighbourhood Area

4.2(a) Neighbourhood Areas shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Neighbourhood Area

4.2(b) Neighbourhood Areas shall consist of predominantly residential uses with limited and compatible non-residential uses.

4.2(c) Each Neighbourhood should contain a focal point within walking distance of all neighbourhood residents; the focal point should include a public open space and may contain a combination of medium-high density residential, recreational and cultural uses, and/or institutional uses.

4.2(d) All concept plans within the Neighbourhood Area shall achieve a minimum of 50 persons per gross developable residential hectare.

4.2(e) Medium and High-density multi-dwelling residential development, as defined in Part A of the OCP, should be located throughout the Neighbourhood Areas in locations that support transit and mixed use development; primarily within the Urban Centre, in proximity to Chuka Boulevard, the Neighbourhood Hub and major roadways throughout the NP area. [#2024-56, s.21, 2024]

- 4.2(f) Low-density development as defined in Part A of the OCP, may represent the residential housing form in the Neighbourhood Areas, outside of the Urban Centre, and Neighbourhood Hub. [#2024-56, s.21, 2024]
- 4.2(g) Alternative forms of housing (such as secondary suites, live-work housing, laneway housing and mixed-use housing) should be encouraged and supported within neighbourhood areas in order to meet the needs of different lifestyles and to support the delivery of affordable housing.
- 4.2(h) The provision of rental, affordable and special needs housing should, where applicable, be in accordance with the City's Comprehensive Housing Strategy
- 4.2(i) The general categories of residential uses identified shall be refined through the land use districts applied at the time of a concept plan and land use rezoning application.

#### **Design of Neighbourhood Area**

- 4.2(j) Multi-dwelling residential development should have a strong street presence and should include appropriate transitions from higher density development to lower density development through the utilization of transitional land uses such as medium residential density uses or open space.

## 4.3 Commercial Area

### Purpose

The Commercial Area will serve the commercial, service and employment needs of both local and regional residents. The Commercial Area is comprised of those lands in proximity to Victoria Avenue, extending and enhancing the existing Urban Corridor. The Commercial Area is intended to provide flexibility in commercial and other employment uses within the designated corridor lands.

The Regional Retail Centre definition provides direction on the intent of retail uses within the Commercial Area. Since the area will benefit from the high visibility, large traffic volumes and ease of access to Victoria Avenue and Chuka Boulevard, large format retail uses will be the predominant form of development. Large-format uses typically include single story, stand alone structures, usually located on a single site. Higher volumes of traffic are anticipated to visit large format retail, therefore, the retail centre has two access points off Victoria Avenue and is served by a street network of arterial and collector roadways. Large-format retail uses will be supported by smaller - medium format, junior anchor tenants in a comprehensively planned and developed site.

Other compatible uses which may be permitted in the Commercial Area may include office, residential, cultural and recreational uses.

### Policies

#### Location of Commercial Area

- 4.3(a) The Commercial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Commercial Area

- 4.3(b) The Commercial Area shall consist of predominantly large format retail uses and may consist of other compatible employment uses such as office or other commercial services.
- 4.3(c) Medium or high density residential uses may be permitted in the Commercial Area.
- 4.3(d) The general categories of commercial uses identified shall be refined through the land use districts applied to the Commercial area at the time of a concept plan and land use rezoning application.
- 4.3(e) Master Site Development Plans shall be required at the Development Permit stage which address the general location of building footprints, landscaping and lighting, parking, access, pedestrian connections, traffic signals and markings, and transit facilities, within the Commercial Area.

#### Size & Intensity of Commercial Area

- 4.3(f) The exact size of the Commercial Area will be determined at the concept plan stage.

## 4.4 Mixed-Use Area

### Purpose

The two (2) Mixed-Use Areas comprise lands within the Urban Centre, directly south of the Commercial Area, and lands in proximity to Arcola Avenue and the Regina Bypass. The intent of the Mixed-Use Area is to provide flexibility to accommodate a combination of residential and commercial uses. Residential uses shall consist of predominantly medium and high density development.

Retail uses within the Mixed-Use Area adjacent to Arcola Avenue may include highway commercial development providing services to the travelling public as well as development catered to serve the needs of the surrounding neighbourhoods. Retail uses within the Mixed-Use Area of the Urban Centre may include retail and commercial services that complement the uses of the Commercial Area while providing an appropriate transition to residential uses.

Vertical and horizontal residential/retail mixed-use developments/sites are encouraged in both Mixed-Use Areas. Commercial and mixed-use development within the Mixed-Use Areas should consist of a high quality pedestrian environment.

### Policies

#### Location of Mixed-Use Areas

4.4(a) The Mixed-Use Areas shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Mixed-Use Areas

- 4.4(b) The Mixed-Use Areas may contain:
- Commercial uses
  - Medium and high density residential development
  - Other compatible uses
- 4.4(c) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Mixed-Use Areas.
- 4.4(d) Residential and commercial development shall be appropriately integrated, providing compatible interfaces and transitions between the uses.
- 4.4(e) The composition and extent of any permitted uses within the Mixed-Use Areas shall be further delineated and established at the time of a concept plan and rezoning.

## 4.5 Light & Medium Industrial Area

### Purpose

The purpose of the Light & Medium Industrial Area is to provide for a range of employment uses in the form of light and medium industrial uses. Industrial uses are generally high employment generators and inclusion of these services with the SENP area further enhances the concept of a complete community. The Light and Medium Industrial Area is strategically placed between the Regina Bypass and the CN/ CP Railway to minimize any potential impacts to residential uses. These boundary conditions restrict the feasibility of other land uses within the area and light industrial uses currently exist on the site. It is anticipated that the proximity to the existing CN/CP Railway shall also support industrial development in this area. Light and medium industrial uses could consist of storage, processing, packaging, distribution, service and repair activities, or other similar uses.

### Policies

#### Location of Light & Medium Industrial Area

- 4.5(a) The Light and Medium Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Light & Medium Industrial Area

- 4.5(b) The Light and Medium Industrial Area should be comprised of light industrial, medium industrial, and industrial-supportive uses.
- 4.5(c) The general categories of industrial uses shall be refined through the land use districts applied to the Light and Medium Industrial Area at the time of a land use rezoning application.
- 4.5(d) The City may consider private water and wastewater servicing for the Light and Medium Industrial Area as per policies 7.1(e) and 7.3(i) of this plan.



## 4.6 Prestige Industrial Area

### Purpose

The purpose of the Prestige Industrial Area is to accommodate the opportunity for a well-designed business/ industrial park in the SE quadrant of the city. The Prestige Industrial Area forms part of an important gateway into the city, borders Chuka Creek and is highly visible from two major corridors: the Regina Bypass and Highway 33/ Arcola Avenue. Because of its strategic location, the Prestige Industrial Area will consist of a thorough planning and site design process with the City of Regina at the concept plan stage.

### Policies

#### Location of Prestige Industrial Area

- 4.6(a) The Prestige Industrial Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Prestige Industrial Area

- 4.6(b) The Prestige Industrial Area should be comprised of light industrial and business service, and other industrial-supportive uses, and shall be further defined through the land use districts applied to the Prestige Industrial area.
- 4.6(c) The general categories of industrial uses identified shall be refined through the land use districts applied to the Prestige Industrial Area at the time of a land use rezoning application.

#### Compatible Interface & Coordinated Design

- 4.6(d) Any development within an interface area should present a visually attractive image to the public by coordinating the elements of site design and building architecture in a suitable and appropriate manner, and should provide for a compatible and appropriate interface treatment.
- 4.6(e) Site and building design guidelines should be identified at the concept plan stage to the satisfaction of the City of Regina.

#### Mobility in Industrial Areas

- 4.6(f) The transportation network should be designed to provide connectivity for pedestrians, cyclists and drivers within the Industrial Area and from surrounding areas to destinations within the Industrial Area.

## 4.7 Greens on Gardiner Expansion Area

### Purpose

The Greens on Gardiner Expansion Area is located between Anaquod Road and the western boundary of the plan area, adjacent to the existing Greens on Gardiner community. The expansion area will integrate with and take policy guidance from the approved Greens on Gardiner Concept Plan.

### Policies

#### Location of Greens on Gardiner Expansion Area

- 4.7(a) The Greens on Gardiner Expansion Area shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Greens on Gardiner Expansion Area

- 4.7(b) The Greens on Gardiner Expansion Area shall be guided by the approved Greens on Gardiner Concept Plan and shall consist of predominantly residential land uses.

# 4.8 Chuka Creek Corridor

## Purpose

Chuka Creek represents an important drainage element, environmental feature and potential future recreational resource within the NP area. As development proceeds, it will be necessary to protect Chuka Creek for its utility, environmental and recreation benefits, and to ensure that adjacent development is not negatively affected by its floodwaters.

At its discretion, the City may claim, through the subdivision process, lands within the Chuka Creek floodplain, and lands constituting native prairie habitat, as “environmental reserve”. Through the applicable concept plan or rezoning process, further analysis of the Chuka Creek corridor will be required in order to determine heritage potential, including the potential for native prairie habitat. Furthermore, where mapping does not exist, the City may require that the floodway and flood fringe of Chuka Creek be delineated as a prerequisite for concept plan or rezoning approval. The City should review the potential for park designation and pathway development within, and adjacent to, the Chuka Creek corridor as part of any future concept plan or rezoning process.

### Policies

4.8(a)

The City, at its discretion, may claim, through the subdivision process, lands within the floodplain of Chuka Creek, or lands constituting native prairie habitat, as environmental reserve, as per the Planning & Development Act, 2007.

4.8(b)

The City may require, as a prerequisite for concept plan or rezoning approval, affecting lands adjacent to Chuka Creek, that:

- The location of the floodway and flood fringe of Chuka Creek be delineated through mapping to the satisfaction of the City and the Province;
- The potential for native prairie habitat be assessed, in accordance with the requirements of the City and the Province;
- The potential for park designation and pathway development be assessed.

4.8(c)

Direct pedestrian connections to the Chuka Creek environmental reserve area shall be considered during the concept plan stage.

# Nodes, Corridors and Overlays

The Nodes, Corridors, and Overlays identified on **Figure 11: Land Use Concept**, are intended to provide additional detail and further direction for specific lands within the identified land use areas. Policies contained within the following sections provide a more comprehensive direction relative to the size, composition, and design of the nodes, corridors, and overlays as identified.

## 4.9 Urban Centre

### Purpose

The purpose of the Urban Centre is to establish an area of focus for high-density, mixed-use, transit-oriented development that is easily accessible to a large segment of the population. The Urban Centre is situated at the intersection of major arterial roads, including Victoria Avenue and the future Chuka Boulevard. It will be an area of activity for the plan area and is a hub for both community and regional interaction. The Urban Centre is characterized by high residential densities, a Regional Retail Centre (including a variety of commercial and retail uses), and direct access to transit service via a Transit Hub. In order ensure an appropriate interface with low density neighbourhood areas to the south, low-medium residential densities may be situated on the southern boundary of the Urban Centre.

### Policies

#### Location of Urban Centre

4.9(a) The Urban Centre shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Composition of Urban Centre

- 4.9(b) The Urban Centre should be comprehensively planned to integrate:
- Small, medium, and large format retail uses
  - Medium to high density residential developments
  - An amenity space
  - A transit hub
- 4.9(c) The Urban Centre may also contain:
- Appropriate commercial services
  - Office and other employment uses
  - Cultural, recreational, and institutional uses
  - Other compatible uses
- 4.9(d) Residential development within the Urban Centre shall be predominantly medium and high density development.
- 4.9(e) Low density residential development may occur along the south boundary of the Urban Centre to ensure a transition to lower density residential uses to the south.
- 4.9(f) Vertical mixed-use development of residential uses/commercial uses and opportunities for live-work residential units should be encouraged within the Urban Centre.
- 4.9(g) Residential and commercial development shall be appropriately integrated within the Urban Centre, providing compatible interfaces and transitions between uses.

## 4.10 Neighbourhood Hub

### Purpose

The Neighbourhood Hub is envisioned as the focal point for all neighbourhoods within the NP area, located at the prominent intersection of Chuka Boulevard and Arens Road. The Neighbourhood Hub provides local goods and services and should support and facilitate community interaction and identity. The Hub should accommodate the more intense uses along Chuka Boulevard, providing a focus for mixed-use, pedestrian and transit-oriented development that is easily accessible to a large segment of the community. Commercial and retail uses could include a community-scale grocery store, drugstore, and a combination of street front retail and services uses including restaurants, banks, dental offices, hair salons, and other food and personal services. Strategically placed medium and high density residential uses and vertical mixed-use buildings will strengthen the vibrancy and activity within the Neighbourhood Hub and provide a transition to surrounding low density residential uses. The High School/Zone Park is positioned adjacent to the Neighbourhood Hub in order to integrate the activities of the zone park and provide open space near the Hub.

### Policies

#### Location of Neighbourhood Hub

- 4.10(a) The Neighbourhood Hub shall be generally located as shown on **Figure 11: Land Use Concept**, at the intersection of Chuka Boulevard and Arens Road.

#### Composition of Neighbourhood Hub

- 4.10(b) The Neighbourhood Hub should be comprehensively planned to include mixed land uses and integrate a combination of:
- Small and medium-sized retail uses, service uses, and other similar uses
  - A community-scale grocery store
  - High density residential development
  - An amenity space such as an urban plaza
  - Other compatible uses
- 4.10(c) Other uses within the Neighbourhood Hub may include cultural, recreational, and institutional uses.
- 4.10(d) The general categories of uses identified shall be refined through the land use districts applied at the concept plan and land use rezoning stage.

#### Site Design of Neighbourhood Hub

- 4.10(e) The road pattern and pedestrian/bicycle routes from the surrounding neighbourhoods should provide multiple and convenient connections to the Neighbourhood Hub.
- 4.10(f) A transit stop shall be located in close proximity to the Neighbourhood Hub.
- 4.10(g) Commercial and retail buildings should be oriented towards the street and have direct pedestrian connections from the public sidewalk to building entrances.
- 4.10(h) Buildings should have an articulated street-facing facade.



## 4.11 Chuka Boulevard

### Purpose

Chuka Boulevard connects the SENP area to Victoria Avenue to the north and the Greens on Gardiner community to the south. Residential uses along Chuka Boulevard should consist of medium to high density development, supplemented by mixed-use development within the Neighbourhood Hub. The intensification of land uses and pedestrian-focused streetscapes are intended to support Chuka Boulevard as a transit corridor and an important link between the proposed neighbourhoods within the plan area.

### Policies

#### Location

4.11(a) Chuka Boulevard shall be generally located as shown on **Figure 11: Land Use Concept**.

#### Land Uses adjacent to Chuka Boulevard

4.11(b) Residential development adjacent to Chuka Boulevard shall consists of a range of medium and high density residential units.

4.11(c) Mixed use residential/commercial development may be located adjacent to key nodes and intersections along Chuka Boulevard

4.11(d) Other uses considered in or near Chuka Boulevard may include cultural, recreational, and institutional uses, or other compatible uses.

#### Design of Chuka Boulevard

4.11(e) Chuka Boulevard shall be pedestrian-oriented with a well-designed public realm and buildings oriented towards the street.

#### Mobility along Chuka Boulevard

4.11(f) Chuka Boulevard may contain the primary transit network, linking surrounding neighbourhoods to city wide amenities and employment areas.

4.11(g) The street type of Chuka Boulevard shall be an arterial, which accommodates the safe movement of pedestrians, cyclists, transit vehicles, and private vehicles.

## 4.12 Potential Interchange Area

### Purpose

The Province has indicated the need to protect for a future potential interchange at Anaquod Road and Victoria Avenue with the intent of connecting to the future Northeast Bypass, north of Victoria Avenue. The bypass and interchange would be grade separated and would require a portion of the plan area to accommodate additional lanes, ramps, and setbacks. The Potential Interchange Area identified on **Figure 11: Land Use Concept** is an approximate area based on preliminary information received from the Province and City of Regina. The exact area required for the interchange will be determined at the time of the northeast bypass functional design study, commissioned by the Province.

### Policies

#### Location of Potential Interchange Area

- 4.12(a) The Potential Interchange Area may be located approximately as shown on **Figure 11: Land Use Concept**

#### Composition of Potential Interchange Area

- 4.12(b) The Potential Interchange Area shall remain undeveloped until such time as:
- The area is developed to accommodate transportation infrastructure, or
  - The City of Regina determines that some or all of the area is not required for transportation infrastructure.
- 4.12(c) In order to temporarily limit development within the Potential Interchange Area, an appropriate zoning designation (e.g. Urban Holding Zone or Holding Overlay Zone + applicable commercial zone) shall apply to this area until the area transitions to highway infrastructure, or until it is determined, at the City's discretion, that the area is not required for highway infrastructure.
- 4.12(d) Should the area identified for the Potential Interchange Area not be required, the land may be developed as per the underlying land use area identified on **Figure 11: Land Use Concept** without an amendment to this plan being required.

## 4.13 Gateway Areas

### Purpose

Gateway Areas are lands which landmark the entry to the City of Regina and serve as key entrance points to the SENP area. Appropriately planned and designed gateways should become the primary markers of passage and arrival for local, regional, and international residents to Regina. The gateway areas along Victoria Avenue and Arcola Avenue can offer an opportunity to highlight the transition into Regina and contribute to the city's identity and sense of place. Gateway areas could be accentuated through public art features, lighting features, architectural features on buildings or structures, landscape treatment, or any combination of these features. The effective treatment of gateway areas remains a shared responsibility between private and public realm development. Gateway areas within or adjacent to the SENP can be classified into two types of scales:

- **Primary Gateway:** These areas are intended to denote and define the entry experience into the City. These gateways should be designed to cater to higher speed travellers as they enter Regina and can provide the cue for reduction in travellers speed and formally landmark the entrance to the city. In relation to the SENP, primary gateways have been identified at the intersection of the Regina Bypass with Victoria Ave and the Bypass intersection at Arcola Ave. At these locations, the significant transportation infrastructure under development provides the background for any gateway intervention and as such, any proposed gateway treatment should be proportionate in scale to surrounding features.
- **Secondary Gateway:** These areas include critical entry points to large industrial, commercial, or residential areas and should be identifiable to both the vehicle and pedestrian. The secondary gateways within the SENP are located at the entrances to the Prestige Industrial area on Arcola Ave and at the two entrances to the Commercial Area along Victoria Ave. At these critical entrance points, prominent corners with landmark architecture and medium-scale features incorporated at the street level could symbolically provide a sense of arrival to these areas. Travellers perceive more details at this scale than at the regional scale, therefore more texture, colours, and specific branding can be included.

### Policies

#### Location of Gateway Areas

- 4.13(a) Gateway Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.
- 4.13(b) Section 4.13 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

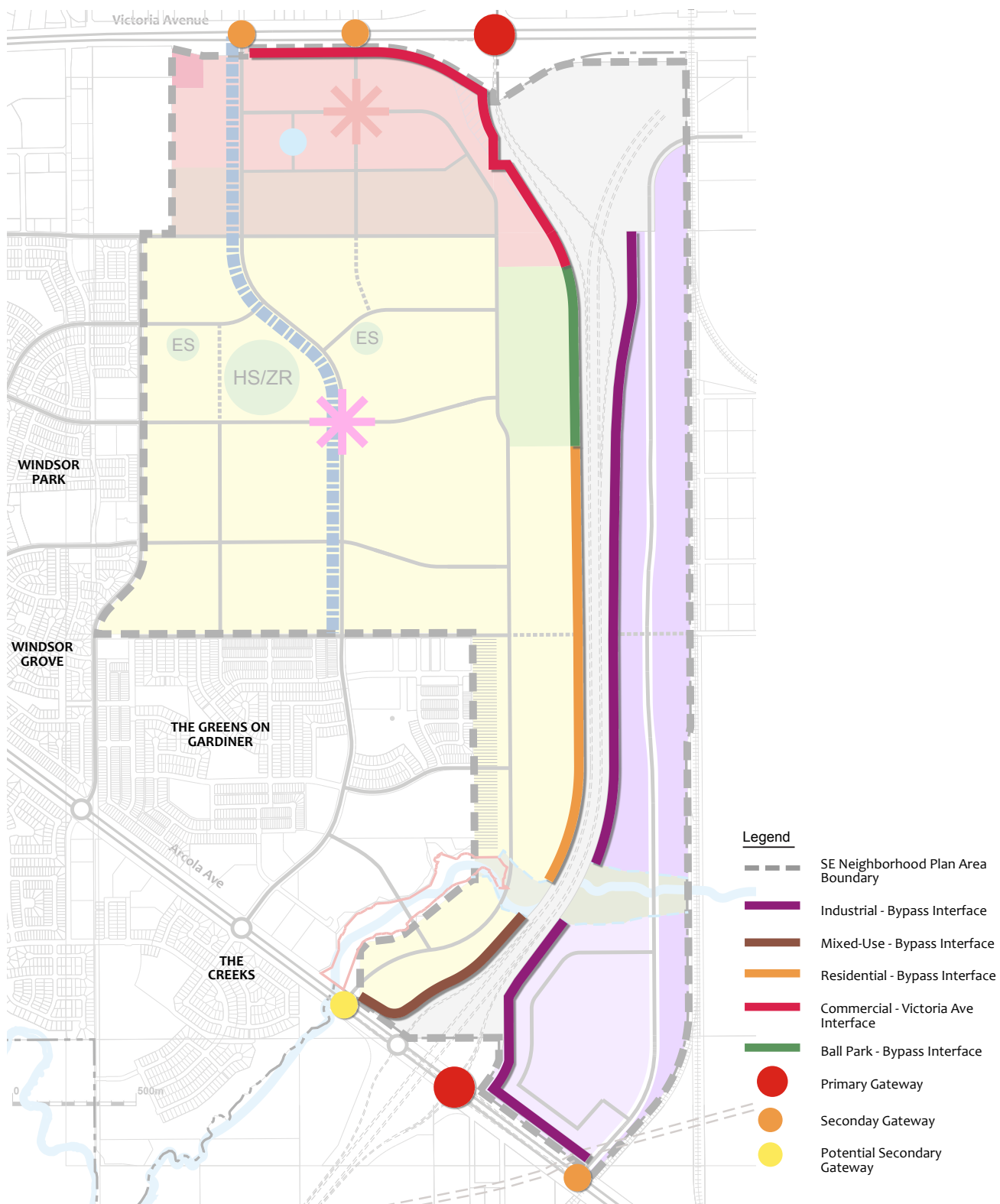
#### Design of Primary Gateway Areas

- 4.13(c) The City should clearly define Primary Gateway Areas through a combination of signage, architectural features, lighting, and landscaping to reinforce Regina as the capital city.

#### Design of Secondary Gateway Areas

- 4.13(d) Affected developers should emphasize Secondary Gateway Areas through a combination of signage/branding, landmark architecture, and landscaping.
- 4.13(e) Gateway Areas should be supplemented by a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.

## F13 | Gateway and Interface Areas



## 4.14 Interface Areas

### Purpose

Interface Areas within the SENP are lands that are highly visible to the travelling public from key transportation corridors. The interface areas within the SENP are highlighted in **Figure 13: Gateway and Interface Areas** and include residential and industrial lands adjacent to the Regina Bypass, commercial lands adjacent to Victoria Ave, and industrial and mixed-use lands alongside Arcola Ave.

The quality of the interface between highly visible lands uses and the public is important due to a combination of visual appeal, noise mitigation, safety, and sense of place considerations. Interface design should respond to adjacent transportation modes and speed, whereby less detailed treatment is required when adjacent speeds are over 60 km/h and more detailed treatment is required when travelling speeds are under 60 km/h. Interface treatments within the SENP should be customized to reflect each unique interface and should include a combination of natural landscaping elements, fencing, sound attenuation or decorative walls, and variation in built form.

Design elements and landscape treatments for each interface should be determined based on achieving the objectives of the specific interface to the satisfaction of the City. Interface design objectives could include one or more of the following:

- Visual Screening • Visual Enhancement • Noise Mitigation • Resident Safety • Property Security

### Policies

#### Location of Interface Areas

- 4.14(a) Interface Areas shall be generally located as shown on **Figure 13: Gateway and Interface Areas**.
- 4.14(b) Section 4.14 policies herein shall apply to both sides of Victoria Avenue, notwithstanding any other Secondary Plan.

#### Composition of Interface Areas

- 4.14(c) Interface Areas should respond to the characteristics of each unique interface and required design objective and should consist of a treatment that includes a combination of natural landscaping elements and/or high quality fencing, sound attenuation, decorative walls, or security provisions.
- 4.14(d) The treatment of interface areas should be generally defined through concept plan submissions and finalized as part of the subdivision process via the preparation of detailed construction drawings.
- 4.14(e) Interface Areas should be supplemented with private realm development that consists of a high quality built environment as defined through the City of Regina zoning bylaw and supported by master site development plans, architecture controls and design guidelines submitted in support of zoning, subdivision or development permit applications as may be required by the City of Regina.
- 4.14(f) A landscaped buffer should be established along, and abutting, all portions of the Regina Bypass that abuts a proposed residential subdivision in accordance with:
  - The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the Regina Bypass and adjacent properties.



5.0

# Community Amenities

## 5.1 School Sites

### Purpose

School Sites provide for the development of public and separate schools in combination with sports fields, community uses, and public recreational areas. The institutional needs have been assessed for the Southeast lands, in consultation with the appropriate agencies, and provided for accordingly in the Plan.

School sites within the plan area have been located within or adjacent to hubs of activity, are focal points within a neighbourhood, and incorporate strong connections to the parks and open space system.

The SENP accommodates one elementary school site and one high school site, intended to accommodate school requirements and associated open space areas.

The elementary school site may provide for the development of a joint public and separate elementary school in combination with playfields and recreational areas. The school site is positioned within the plan area to serve the educational needs of residents while considering the catchment areas of existing and proposed schools in surrounding communities.

One additional potential elementary school site has been identified within the plan area to accommodate a second elementary school site if the requirement is demonstrated by the appropriate school agency. If an additional school site is not deemed necessary, the open space may be developed into residential land uses.

The High School site is described in Section 5.2 of this Plan.

## Policies

### Location of School Sites

- 5.1(a) School sites should be located, as generally shown on **Figure 14: Southeast Regina Community Amenities**, however, through the concept plan process, the City shall work with the school authorities to determine the need for, specific location of, and size of the school sites.

### Composition of School Sites

- 5.1(b) The predominant use of land within a school site shall be for educational and recreational uses including, but not limited to, public and separate schools, sports fields, parks and playgrounds.
- 5.1(c) Stormwater management requirements may be integrated into open space components of a school site in a manner that is compatible with the intended primary function of the open space.

### Design of School Sites

- 5.1(d) The exact size and design of the elementary school site(s) shall be determined at the concept plan stage.
- 5.1(e) The acquisition of land for school sites shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.
- 5.1(f) The concept plan that applies to a proposed school site shall include a street and park configuration that will allow the school site to transition to an appropriate residential area, should the school not be required.
- 5.1(g) Notwithstanding any other policy of this Neighbourhood Plan, should the City and the school authority determine that a potential school site is not required, the concept plan may allow for those portions of the potential school site, identified for building and development purposes, to be developed into residential land uses without an amendment to this plan being required.

## 5.2 High School Site

### Purpose

A High School Site has been identified as a regional educational need for students in the plan area and the surrounding communities in east Regina. The location of the High School Site is conceptually shown on **Figure 14: Southeast Regina Community Amenities**, and is situated to be compatible and complementary to surrounding land uses, including proximity to Chuka Boulevard and the Neighbourhood Hub. The High School Site is proposed to integrate with a municipal Zone Park, as described in **Section 5.3** of this plan. The intent of the integrated site is to support efficient land utilization and to share the use of associated open space and amenities for both municipal and school purposes.

The location and size of the High School Site shown is conceptual. The provincial government and both school authorities have indicated a preliminary land requirement of approximately 6 hectares (14.8 acres) for the High School building and corresponding playfields/open space. It is anticipated that the corresponding playfields/open space requirements could be integrated as part of the municipal Zone Park. The exact location, size, configuration, and programming of the High School and Zone Park will be determined through the concept plan/land use rezoning process.

### Policies

#### Location of High School Site

- 5.2(a) The High School Site should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**.
- 5.2(b) The High School Site should be located on a transit route in close proximity to bus stops.

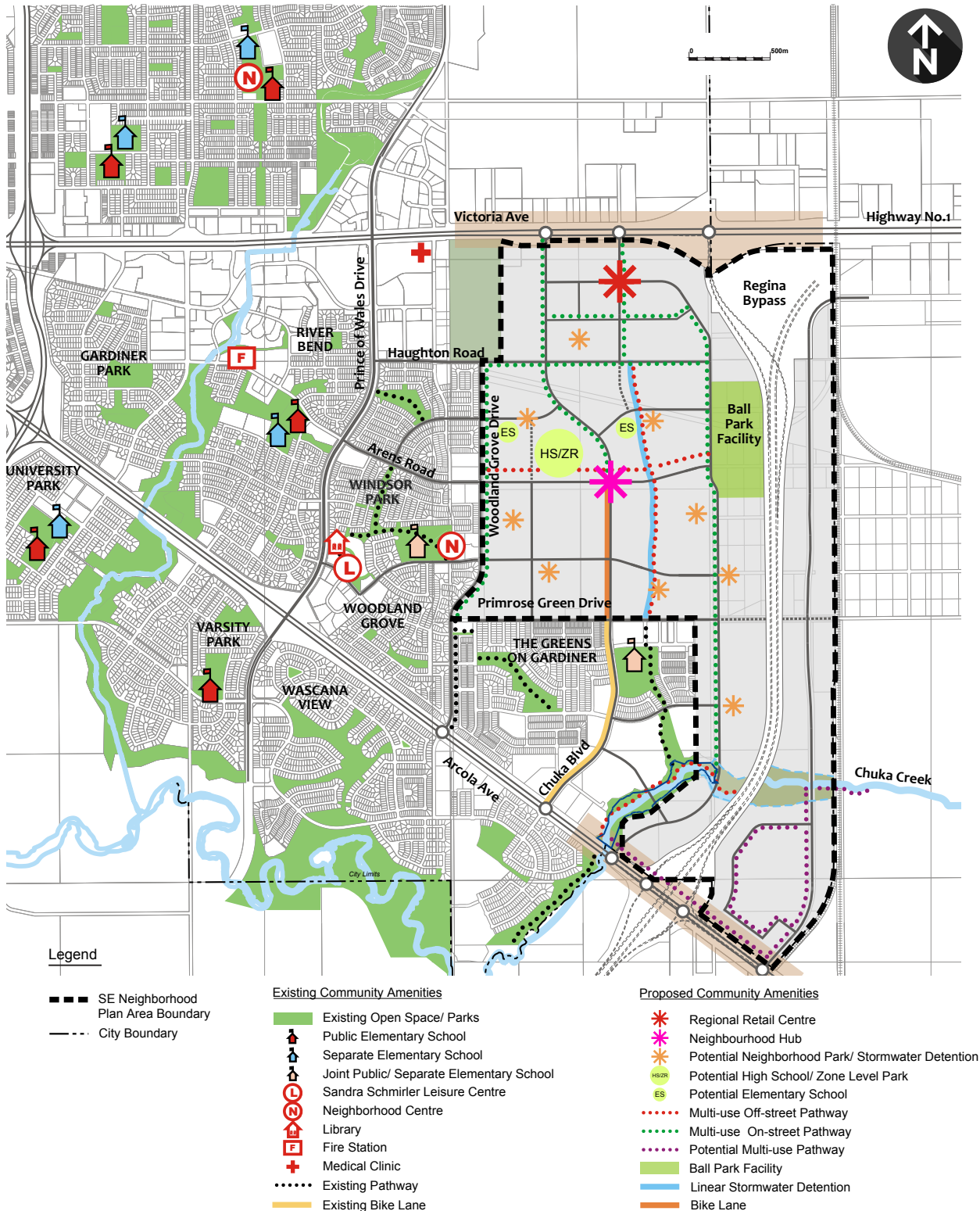
#### Composition of High School Site

- 5.2(c) The exact size of the High School Site shall be determined at the concept plan stage.
- 5.2(d) The acquisition of land for the High School Site shall be considered through the subdivision process, and through negotiation with the school authorities and/or the Province.

#### Design of High School Site

- 5.2(e) The High School Site should provide a compatible interface with adjacent development and have visually appealing site design and landscaping.
- 5.2(f) The High School Site should be well integrated with other land uses and provide direct pedestrian linkages to transit stops and the Neighbourhood Hub.
- 5.2(g) The High School Site should not abut an arterial roadway.

# F14| Southeast Regina Community Amenities



## 5.3 Zone Park

### Purpose

A Zone Park is a community regional park which incorporates passive and active recreation activities and includes facilities to serve the zone and/or city wide level. Typically, Zone Parks contain higher quality facilities used for skilled organized sports. The Zone Park for the plan area is proposed to be connected to and/or integrated with the anticipated high school site and located near the Neighbourhood Hub. The Zone Park may include the following active recreation opportunities: multi-purpose athletic fields (soccer and football), baseball diamond, outdoor boarded rink with surfaced areas (for basketball, in-line skating, etc), skating rink, skateboard park, and accessible playground. The future delineation of the Zone Park shall be undertaken at the time of concept plan preparation in consultation with the City of Regina and local school authorities.

### Policies

#### Location of Zone Park

- 5.3(a) The Zone Park should be located generally as shown on **Figure 11: Land Use Concept**, and planned in combination with the proposed High School Site.

#### Zone Park Acquisition

- 5.3(b) The Zone Park site may range in size from 12 hectares (30 acres) to 15 hectares (37 acres) and is subject to negotiations with the City of Regina.
- 5.3(c) The dedication of Municipal Reserve to accommodate Zone Park requirements shall be subject to negotiations with the City of Regina.
- 5.3(d) The City of Regina may defer Municipal Reserve requirements from other lands within the plan area at the time of subdivision in order to support land acquisition requirements necessary for the Zone Park.
- 5.3(e) Municipal reserve dedication requirements, deferral and/or land acquisition necessary to support the land assembly for the Zone Park shall be in accordance with the Planning & Development Act 2007.

#### Composition & Design of Zone Park

- 5.3(f) The composition, extent, and site design of any permitted uses within the Zone Park shall be further delineated and established at the time of a concept plan and/or servicing agreement.



## 5.4 Neighbourhood Parks

### Purpose

The open space system for the SENP lands has been designed to provide opportunities for outdoor passive and active recreation and areas for social interaction. Neighbourhood Parks can include playfields, playgrounds, pathways, plazas, or other areas for gathering and recreating. Neighbourhood Parks within the plan area may also support the stormwater management requirements for the plan area, designed to functionally capture and control storm water, while being compatible with the primary function of the park.

The location of the Neighbourhood Parks within the SENP ensures the coordinated distribution of green space throughout the community and promotes park spaces that are linked in a comprehensive manner. Neighbourhood Parks adjacent to the drainage channel/green corridor create a cohesive network of continuous open space that provides residents with direct public access to green spaces. Neighbourhood Parks can also form the focal point of a neighbourhood, providing an attractive and safe area for residents to gather and socialize within walking distance of their homes.

#### Policies

##### Location of Neighbourhood Parks

- 5.4(a) Neighbourhood Parks should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**; however, alternate locations may be considered through the concept plan review process.
- 5.4(b) Neighbourhood Parks should be centralized within a neighbourhood and may provide the focal point of a Neighbourhood.

##### Composition & Design of Neighbourhood Parks

- 5.4(c) The composition, configuration, and programming of Neighbourhood Parks within the NP shall be confirmed at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.
- 5.4(d) Where parks are intended to accommodate stormwater, a design solution and drainage study shall be submitted by the developer, as a prerequisite to subdivision, demonstrating to the City's satisfaction how stormwater can be accommodated without detracting from the viability of the park as an active recreation space.

## 5.5 Linear Stormwater Detention Facility

### Purpose

The Linear Stormwater Detention Facility runs north-south through the centre of the plan area, creating an open space system that supports storm water detention, storm water conveyance, and passive and active recreational opportunities. The stormwater drainage channel runs through the SENP area, conveying stormwater south into the Greens on Gardiner storm trunk. The drainage channel will be enhanced to create attractive open space within a continuous pathway system.

In combination with the neighbourhood parks/stormwater detention areas, the Linear Stormwater Detention Facility will create a comprehensive open space system that encourages healthy and sustainable modes of transportation through the plan area. The proposed pathway integrated with the Linear Stormwater Detention Facility will tie into the pedestrian linkage system in the Greens on Gardiner development and eventually to the Wascana Creek regional pathway system.

### Policies

#### Location of Linear Stormwater Detention Facility

- 5.5(a) The Linear Stormwater Detention Facility should be located generally as shown on **Figure 14: Southeast Regina Community Amenities**, running north-south through the plan area.

#### Composition & Design of Linear Stormwater Detention Facility

- 5.5(b) Identified pathways and open space adjacent to the Linear Stormwater Detention Facility shall be constructed by the affected developer to City standards.
- 5.5(c) The size, composition, and configuration of the drainage channel and surrounding green space shall be determined at the concept plan, rezoning and subdivision stage to the satisfaction of the Approving Authority.
- 5.5(d) The area required for the Linear Stormwater Detention Facility, including the stormwater drainage channel and pedestrian pathways, shall be dedicated as Municipal Utility Parcel.

## 5.6 Ball Park Facility

### Purpose

The existing Pacers Ball Park is located directly north of Arcola Avenue and southeast of Chuka Creek (reference Figure 7). A significant portion of the existing Ball Park facility will be impacted by the travel lanes and interchange requirements of the southeast bypass, therefore, a new location for the Ball Park is required. The Ball Park will be relocated within the SENP, situated east of Anaquod Road and west of the bypass, as illustrated in **Figure 11: Land Use Concept**.

### Policies

#### Location & Composition of Ball Park Facility

- 5.6(a) The Ball Park Facility shall be located as shown on **Figure 11: Land Use Concept**.
- 5.6(b) Integration between the Ball Park Facility and adjacent development shall be established at the concept plan stage.

## 5.7 Emergency Response Station

### Purpose

An Emergency Response Station may be required to service the Southeast Plan Area and adjacent communities. The location of a future station will be evaluated by the City of Regina as part of the review of future concept plan submissions. If required, the future Emergency Response station should be situated to provide efficient response times to all plan area residents.

### Policies

#### Location of Emergency Response Station

- 5.7(a) If deemed necessary by the City of Regina, an Emergency Response Station may be located within the SENP area.
- 5.7(b) The location of the potential Emergency Response station may be determined at the concept plan stage.
- 5.7(c) The City, at its discretion, may require the submission of an emergency response plan for the Industrial lands, as part of the concept plan or rezoning process.

## 5.8 Municipal Reserve Requirements

### Purpose

Municipal Reserve (MR) requirements for the plan area are outlined in **Table 4: Municipal Reserve Requirements**. Provincial legislation requires 10% MR dedication for residential areas and 5% MR dedication for non-residential areas. City requirements for a Zone Park coupled with an evolving policy position relative to school site dedication as Municipal Reserve may have impacts on the MR distribution and utilization within the SENP area. As such, while the SENP provides broad direction relative to MR, it is anticipated that MR requirements and distribution will be determined through the concept plan and subdivision process.

Areas within the SENP that are considered undevelopable and not subject to Municipal Reserve credit include the Regina Bypass and Service Road Right-of-Way, the Environmental Reserve area along Chuka Creek, the existing Funeral Home, and the new location of the Ball Park Facility.

The SENP area requires a total MR dedication of approximately 45.1 hectares (111.6 acres).

#### T4 | Municipal Reserve Requirements

	Hectares	Acres
<b>Total Plan Area</b>	<b>687.8</b>	<b>1699.6</b>
Less Regina Bypass & Service Road Right of Way Dedication	105.2	259.9
Less Environmental Reserve (Chuka Creek Floodway)	4.7	11.5
Less Existing Funeral Home	1.8	4.5
Less Ball Park Facility	22.6	55.8
<b>Total area deducted from MR calculation</b>	<b>134.3</b>	<b>331.7</b>
Gross Developable Area (for municipal reserve calculation purposes)	553.5	1367.9
Gross Residential Area of GDA*	349.0	862.5
MR Owing (10% Gross Residential Area)	34.9	86.3
Gross Non-Residential Area of GDA*	204.5	505.4
MR Owing (5% Gross Non-Residential Area)	10.2	25.3
<b>Total Municipal Reserve Requirement (Residential &amp; Non-Residential)</b>	<b>45.1</b>	<b>111.6</b>

#### \*Assumptions:

Gross Residential Area for MR purposes = (Gross Developable Area less All Proposed Commercial & Industrial Land Uses)

Commercial/Industrial Land Uses include:

- For MR calculation purposes, the Mixed-Use Areas have been assumed as predominantly residential uses (53.9 hectares, 133.1 acres).
- The Neighbourhood Hub will contain approximately 4.5 hectares (11.0 acres) of commercial uses.
- The Commercial Area includes 66.1 hectares (163.3 acres) of commercial uses.
- The Industrial Areas comprises 134.0 hectares (331.1 acres)

## Policies

### Open Space Requirements - Composition

- 5.8(a) The open space system for the Southeast Regina Neighbourhood Plan shall consist of a combination of municipal reserve, municipal utility parcel(s), and environmental reserve, and may include municipal buffer.
- 5.8(b) Recreation program planning for the Open Space areas shall take place at the concept plan, zoning, and/or subdivision stage.
- 5.8(c) The total municipal reserve (MR) dedication outlined in **Table 4: Municipal Reserve Requirements** is illustrative and non-binding; the actual MR dedication will be determined at the concept plan and subdivision stages.

### Open Space Requirements - Dedication of MR

- 5.8(d) A minimum of 10% for residential areas and 5% for non-residential areas within the plan area shall be devoted to municipal reserve; however, the City shall first deduct, from the area, land use elements that qualify, in accordance with the *Planning and Development Act, 2007*, for municipal reserve exemption.
- 5.8(e) Municipal Reserve may be provided as land dedication or cash-in-lieu at the discretion of the City of Regina.





## 6.1 Pedestrian and Bicycle Circulation

### Purpose

Pathways in the plan area are identified as on-street or off-street pathways, as illustrated on **Figure 15: Pathways & Corridors**. Pathways are typically shared by all active transportation modes (pedestrian and/or cyclist, etc). The on-street pathway system is integrated within the road right-of-way area and follows the major street network, connecting residential and open space areas.

The off-street pathway identified on **Figure 15** is located adjacent to the Linear Stormwater Detention Facility and integrated with the parks and open space system. The off street pathway will provide a continuous north-south connection through the plan area, connecting to the pathways within the Greens on Gardiner community and eventually to the larger Wascana Creek regional pathway system via Chuka Creek. This will create an attractive environment for pedestrians and cyclists and will support healthy modes of transportation throughout southeast Regina.

An on-street bike lane is identified on Chuka Boulevard from Primrose Green Drive to Arens Road. This will provide an extension of the existing bike lane located in the Greens on Gardiner community. The bike lane will then transition to a pathway system along Chuka Boulevard from Arens Road to Victoria Avenue.

A concept plan for lands north of Arens Road and south of Haughton Road will review the potential for an east-west pathway that links key plan amenities, including the Zone Park, Neighbourhood hub, Linear Stormwater Detention Facility and Ball Park Facility.

### Policies

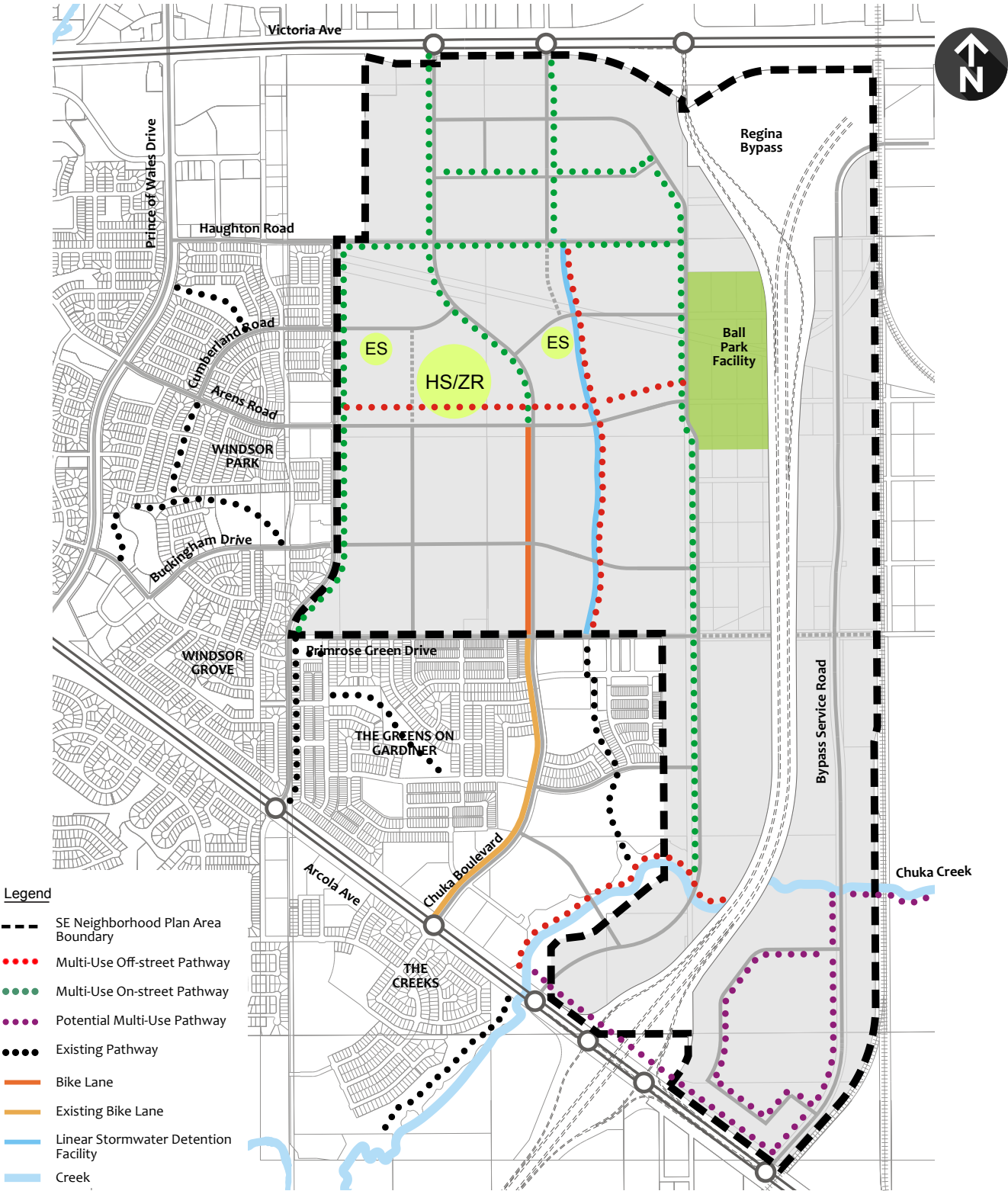
#### Pathway System

- 6.1(a) A pathway system should be established generally in conformance with **Figure 15: Pathways & Corridors**
- 6.1(b) A concept plan for lands directly north of Arens road should include an east-west pathway that links key plan amenities such as the Zone Park, Neighbourhood hub, and Ball Park Facility.
- 6.1(c) Chuka Boulevard, from Arens Road to Victoria Avenue, shall include a multi-use pathway within the road right-of-way.
- 6.1(d) Pathways and pedestrian infrastructure shall be illustrated in a concept plan for each area of development, and shall provide links to the overall SENP pathway system identified in **Figure 15: Pathways & Corridors**.

#### Pathway Design

- 6.1(d) Identified pathways can be on-street or off-street and shall be constructed by the developer to City standards.
- 6.1(e) As shown on **Figure 15: Pathways & Corridors**, the identified on-street pathways shall be designed and implemented as part of the road network to increase alternative modes of transportation.

F15| Pathways & Corridors



## 6.2 Transit Network

### Purpose

The Plan Area will be served by a transit corridor and bus route(s). The modified grid network supports efficient transit service within the Neighbourhood Plan Area by allowing for direct routes and connecting loops with minimal turns. Main transit routes will be integrated with the community of Arcola East and may be accommodated on all collector and arterial roads within the plan area. As illustrated in **Figure 16: Potential Transit Roads**.

The Transit Corridor along Chuka Boulevard is a potential primary transit corridor that will be served by a higher level and higher frequency of transit. The Transit Hub located within the Urban Centre is intended to provide for pedestrian and bicycle connections and is a transfer between multiple transit routes.

### Policies

#### Transit Network

- 6.2(a) Roads identified on **Figure 16: Potential Transit Roads** shall be constructed to support potential future transit routing; however, the City may allow other route options without an amendment to this Plan.
- 6.2(b) The layout of the collector streets shall accommodate effective transit routing.
- 6.2(c) The layout of local streets shall be detailed at the time of concept plan submission and should provide for multiple transit routing options throughout the Neighbourhood Plan Area.

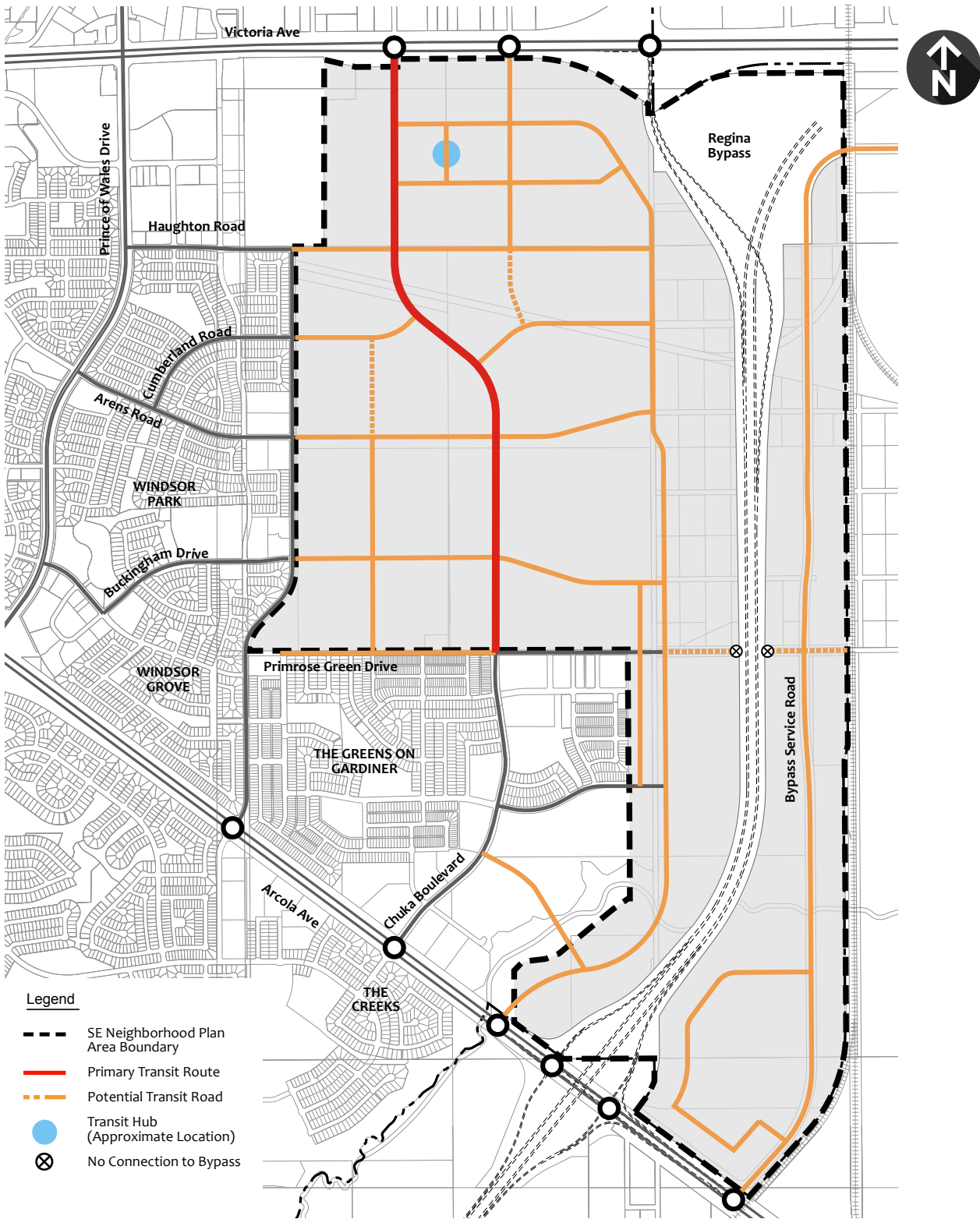
#### Transit Stops

- 6.2(d) Transit bus routing and road alignments should ensure that 90% of dwelling units are located within a 400m walking distance from a transit stop
- 6.2(e) Transit stops should be located to serve multi-dwelling residential areas and activity centres (such as nodes) and achieve walking distance requirements as set out by the City of Regina.
- 6.2(f) Transit stops should be capable of accommodating suitable amenities such as benches, shelters, and bicycle racks.
- 6.2(g) The final location and design of transit stops shall accompany detailed plans and specifications which follow concept plan and rezoning approval.

#### Transit Hub

- 6.2(h) A transit hub facility is required within the SENP area in accordance with the following requirements:
  - i) The precise location of the transit hub shall be identified through the subdivision and development process, but shall be located within the Urban Centre;
  - ii) The transit hub should include the following elements: an area sufficient to accommodate at least three buses concurrently; a heated and enclosed shelter; a passenger drop off area; benches and waste receptacles; landscaping, lighting, and bicycle facilities;
  - iii) The transit hub may be included within the legal road right of way or acquired by the City at the time of subdivision.

F16 | Potential Transit Roads



## 6.3 Internal Road Network

### Purpose

The proposed road network for the plan area is shown on **Figure 17: Road Network**. The general street classifications within the NP are the following:

- **Arterial:** Chuka Boulevard, Arens Road (west of Chuka Boulevard), and Zinkhan Street (to be renamed).
- **Collector:** Houghton Road, Cumberland Road, Arens Road (east of Chuka Boulevard), Buckingham Drive, Primrose Green Drive, east-west commercial street and the new alignment of Anaquod Road.
- **Local:** Remaining roads not identified within the SENP will act as local streets within the neighbourhood.

The road network is designed based on a modified grid system, providing multiple routes and connections. A road hierarchy is applied to the modified grid network based on forecasted traffic volumes. **Table 5** identifies the estimated right-of-way required per road hierarchy level, based on Regina's Transportation Master Plan, and the anticipated traffic volumes per roadway.

### *T5 | Road Hierarchy & Right-of-Way Requirements*

Roadway	Road Hierarchy*	2040 Anticipated Traffic Volumes	Right-of-Way* Requirement (metres)
<b>Chuka Boulevard</b> (Commercial)	Arterial	21,400	40.0
<b>Chuka Boulevard</b> (Residential)	Arterial	15,000	33.0 - 35.0
<b>Zinkhan Street</b> (Commercial)	Arterial	19,300	35.0 - 40.0
<b>Zinkhan Street</b> (Residential)	Arterial	3,300	22.0 - 24.0
<b>Anaquod Road</b>	Collector	11,000	25.0 - 30.0
<b>Arens Road</b> (west)	Arterial	7,400	24.0
<b>Arens Road</b> (east)	Collector	7,400	22.0
<b>Houghton Road</b>	Collector	6,200	24.0
<b>Buckingham Drive</b>	Collector	5,600	22.0
<b>Cumberland Road</b>	Collector	2,000	22.0

\* Road Hierarchies and right-of-way requirements are preliminary and may be refined at the concept plan stage.

Given that the ultimate land requirements to support the identified zone park and accompanying potential school sites are to be finalized at the time of a future concept plan, the identified potential collector road between Arens Road and Cumberland Road will be reviewed at the time of a concept plan when these land requirements are explored in greater detail.

The existing Regina Funeral Home & Cemetery, located west of the SENP area and adjacent to Victoria Avenue, currently has access to their site through priority lights at the intersection of Victoria Avenue and the location of the future Chuka Boulevard. As development occurs in the SENP and Chuka Boulevard is connected to Victoria Avenue, the access to Funeral Home & Cemetery will have to be relocated. At the time of a subdivision proposal that connects Chuka Boulevard to Victoria Avenue, an access arrangement that is acceptable to the City of Regina, the Regina Funeral Home & Cemetery, and the affected landowner shall be determined.



Key findings from the Traffic Impact Assessment are located in Appendix B.

## Policies

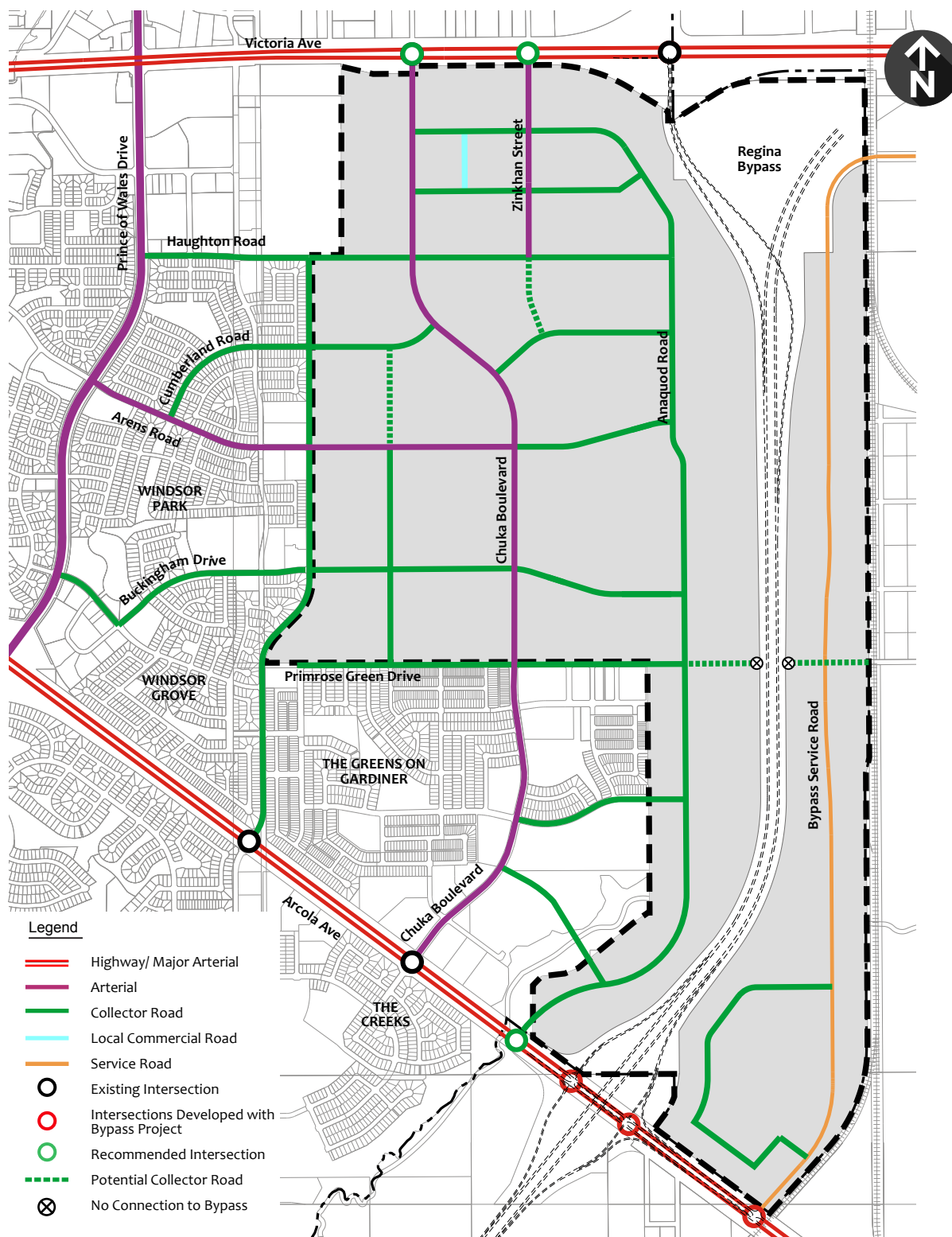
### Road Layout

- 6.3(a) Arterial and Collector streets within the proposed internal network are shown on **Figure 17: Road Network**; however, the final configuration of the collector network may be subject to amendments at the time of a concept plan, rezoning and subdivision application without an amendment to this plan being necessary, at the discretion of the City.
- 6.3(b) The internal road network and block pattern should be comprised of interconnected streets that are based on a modified or traditional grid development pattern.
- 6.3(c) All roads within the Commercial Area of this Plan shall be designed to accommodate transit.
- 6.3(d) The affected developer may be required to install interim ditches along the existing Anaquod Road until such time as the roadway is removed and relocated.
- 6.3(e) Driveway access to Anaquod Road (future alignment) will be considered only on the west side of the collector between Primrose Green Drive and Chuka Creek.
- 6.3(f) The Primrose Green Drive road right-of-way shall be maintained to the city's east boundary.
- 6.3(g) As a prerequisite for the construction of the north segment of Chuka Boulevard (the segment between Haughton Road and Victoria Avenue), the existing access to the Regina Funeral Home & Cemetery site should be closed and a new access, within the SENP area, which connects directly to a public roadway and is satisfactory to the City of Regina and affected landowners, including Regina Funeral Home & Cemetery, shall be identified and provided.

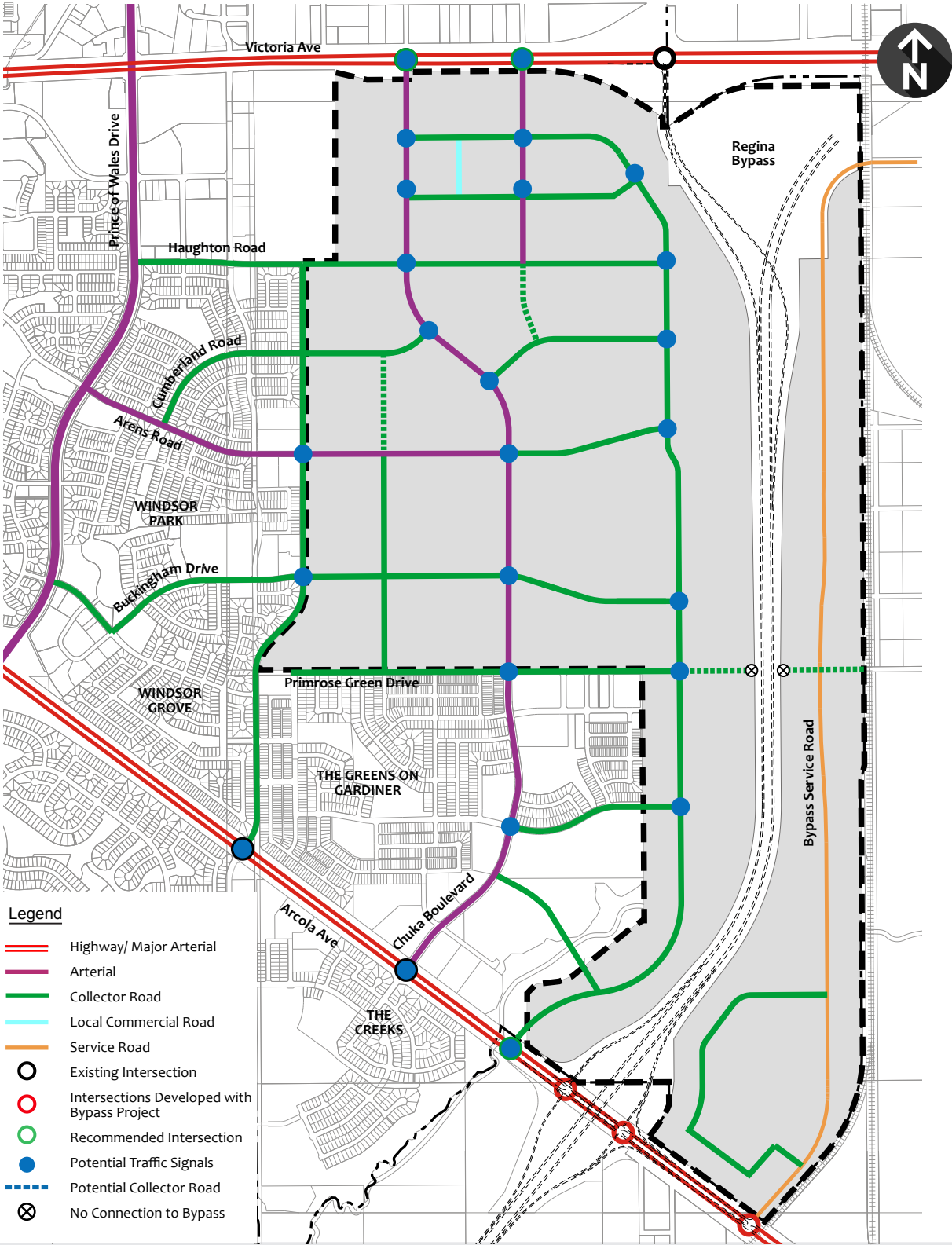
### Traffic Impact Assessment

- 6.3(h) A traffic impact assessment should be required to accompany concept plan applications in order to confirm internal road network requirements.
- 6.3(i) Roadway improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.
- 6.3(j) All road right-of-way requirements shall be reviewed at the concept plan stage.

## F17 | Road Network



F18 | Potential Traffic Signal Locations



## 6.4 Regional Road Network

### Purpose

The Regional Road Network consists of major roadways carrying higher volumes of traffic and serving the surrounding regional area. These roads include the following:

- Victoria Avenue (portion within City limits is under the City's jurisdiction)
- Arcola Avenue (portion within City limits is under the City's jurisdiction)
- Southeast Regina Bypass

Two intersections along Victoria Avenue will provide necessary access to the commercial development within the Urban Centre and adequately serve the traffic volumes from the SENP area. To ensure adequate traffic operation for access and egress from the neighbourhood, dual left turn lanes will be required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections). Additional requirements include eastbound right turn lanes (Chuka Boulevard and Zinkhan Street intersections), right turn bays for all remaining right turn movements and the installation of traffic signals along the corridor.

Two existing intersections along Arcola Avenue, at Woodland Grove Drive and Chuka Boulevard, will accommodate some of the traffic flows to and from the SENP Area. A third intersection, to connect Anaquod Road to Arcola Avenue, is shown; however, this would not be permitted as a full movement intersection, unless it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue and the Regina Bypass, can be maintained.

In order to support an acceptable level of traffic management, the Arcola Avenue-Anaquod Road intersection may be designed as a "right-in, right-out" intersection. Further, a road right-of-way, connecting Anaquod Road to Chuka Boulevard, should be secured as part of the planning and build-out of lands south and east of Chuka Creek.

Key findings from the Traffic Impact Assessment are located in Appendix B.

### Policies

#### Major Intersections

- 6.4(a) Two (2) all directional access points to Victoria Avenue shall be provided to support the ultimate development of the Neighbourhood Plan.
- 6.4(b) The intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, shall be limited to "right-in, right-out" turning movements only.
- 6.4(c) Notwithstanding Policy 6.4(b), the intersection at Arcola Avenue (Highway 33) and Anaquod Road, as shown on **Figure 17**, may be designed to include additional turning movements, beyond "right-in, right-out", where it can be demonstrated, to the satisfaction of the jurisdictional authority, that appropriate levels of safety and service, affecting both Arcola Avenue (Highway 33) and the Regina Bypass, can be maintained.

**Traffic Impact Assessment**

- 6.4(d) A traffic impact assessment should be required to accompany concept plan applications in order to confirm regional road network requirements, and appropriate roadway and intersection treatments.
- 6.4(e) Roadway and intersection improvements shall be undertaken in a phased and staged manner as warranted by traffic impact assessments accompanying concept plan submissions.
- 6.4(f) The design of the Bypass Service Road to accommodate industrial development should be agreed upon by the affected developer, the City of Regina, and the Province.

**Noise Attenuation**

- 6.4(g) Noise Impact/Attenuation studies in conjunction with concept plans should inform interface treatments, any special building requirements, or other necessary measures to mitigate noise impacts to acceptable levels.

## 6.5 Provincial Road Network

### Purpose

The province has acquired the right-of-way dedication for the Regina Bypass within the east portion of the Neighbourhood Plan area. The alignment of the Regina Bypass and service road are shown on **Figure 17: Road Network**. Three major intersections along Arcola Avenue are planned to accommodate the bypass (exit ramps) and service road as well as one major intersection along Victoria Avenue.

Both Victoria Avenue and Arcola Avenue are part of the provincial highway system, which are under provincial jurisdiction outside of the City boundaries. The implications on the highway system with the development of the southeast neighbourhood are that Victoria and Arcola Avenue adjacent to these lands will become an urban roadway versus the existing rural landscape. This will be established with the inclusion of traffic signals and development adjacent to the roadway.

Noise Attenuation Studies should be completed at the concept plan stage in order to predict the potential vehicular noise impacts within the plan area and to determine the extent of physical noise control measures necessary to attenuate projected noise from the Regina Bypass.

### Policies

- 6.5(a) Noise Impact/Attenuation studies may be required at the time of rezoning and subdivision of residential lands adjacent to the bypass in order to determine if and when an interface treatment between adjacent residential lands and the roadway is required.



## 6.6 Road Closure Areas

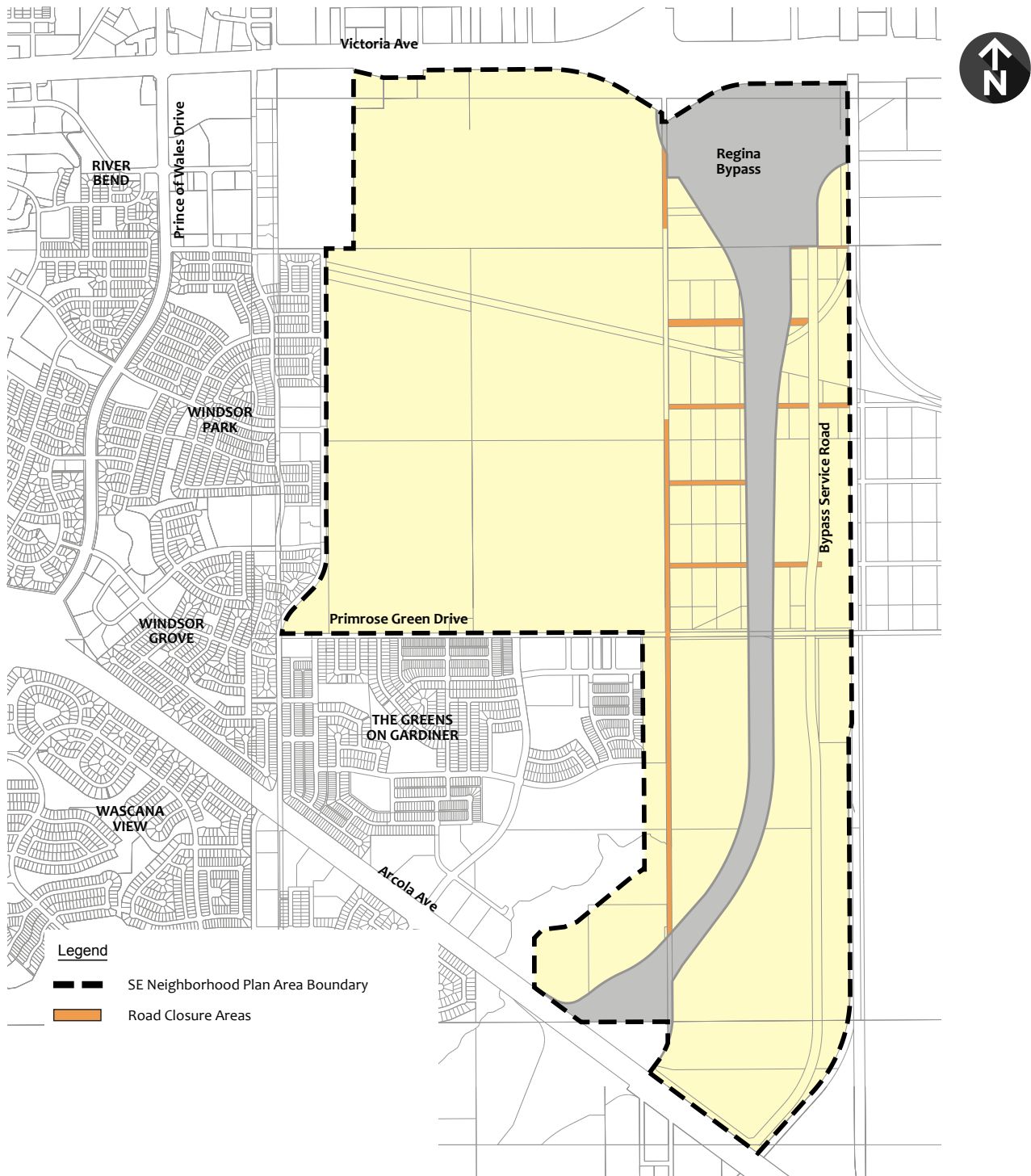
### Purpose

The majority of existing road rights-of-way within the SENP area may not support urban development and may need to be closed and consolidated as development of the lands occur and new road networks and road classifications serve the plan area. Portions of the existing Anaquod Road ROW is anticipated to shift slightly to the east of its current location in order to accommodate the construction of Anaquod Road to an urban cross section. The service roads that provide access to the subdivided parcels on the east side of Anaquod Road will be consolidated as new residential development occurs.

### Policies

- 6.6(a) The existing road rights-of-way as shown on **Figure 19: Future Road Closure Areas**, should be closed and consolidated with adjacent lands prior to development.

F19 | Future Road Closure Areas



# 7.0

# Servicing

As part of the Southeast Regina NP, a servicing strategy is required to support development. The servicing strategies summarized in this section provide the ultimate approach proposed for water, wastewater, stormwater and utility infrastructure. An overview of the existing conditions, the ultimate servicing requirements to accommodate the proposed development, and the capital improvements necessary are described. Notwithstanding the ultimate servicing approach outlined, where appropriate, interim servicing solutions may be considered by the City of Regina. Interim servicing solutions may be proposed at the time of concept plan as supported through additional technical analysis.

## 7.1 Water Servicing

### 7.1.1 Existing Conditions

The NP area can be serviced through eleven tie-in points with water mains ranging in size from 200 mm to 400 mm between Victoria Avenue and Arcola Avenue.

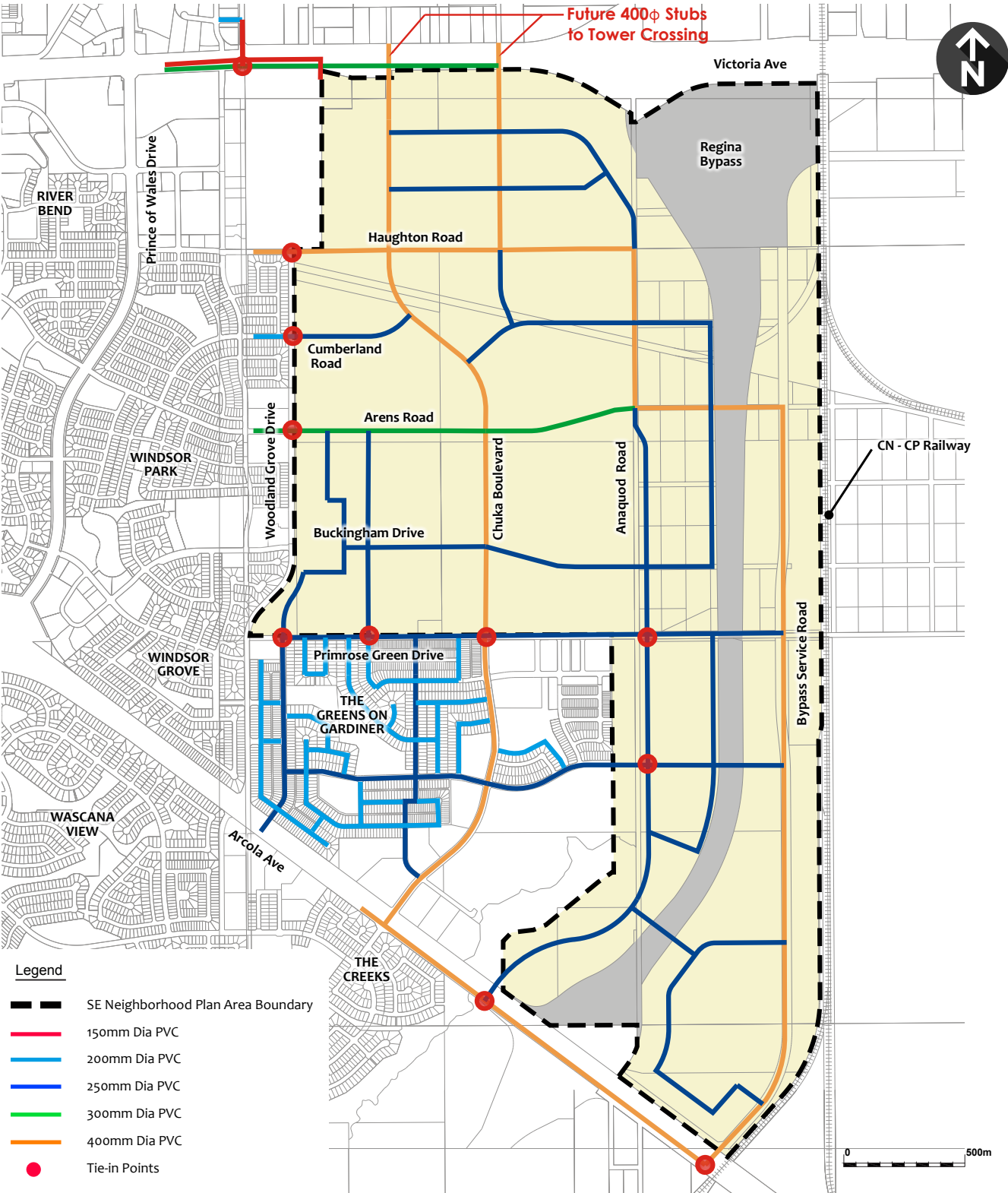
### 7.1.2 Proposed Development

Water servicing may be provided to the NP area as shown in **Figure 20: Water Servicing Concept**. The existing potential tie-in points and the proposed connections to them would be as follows:

#### T6| Tie-In Locations & Pipe Sizes

Locations	City Pipe Size (mm)	Connection Pipe Size (mm)
Victoria Avenue east of Windsor Park Road	300/150	400
Woodland Grove Drive & Haughton Road	400	400
Cumberland Road & Woodland Grove Drive	200	250
Arens Road & Woodland Grove Drive	300	300
Primrose Green Drive and Green Bank Road	250	250
Primrose Green Drive and Green Stone Road	250	250
Primrose Green Drive and Chuka Boulevard	400/250/250	400
Primrose Green Drive near Anaquod Road	250	250/250/250
East Green Apple Drive near Anaquod Road	250	250/250
Arcola Avenue & Potential Roadway Connection (Anaquod Rd Extension)	400	250
Arcola Avenue southeast of Future Bypass	400	400

F20 | Water Servicing Concept



A network of minimum 200 mm diameter water mains in addition to the above noted larger mains would connect the neighbourhood. The area will be developed with various levels of density including Residential, Commercial, Mixed-Use, Institutional (schools), Prestige Industrial, and Light to Medium Industrial uses. A WaterCAD water model for the entire area was developed to assess consumptive and fire flow servicing. Three different water use scenarios were developed and analyzed including peak day (PDD), peak hour (PHD) and peak day plus fire flow using the City provided water model for the 235,000 population projection. The necessary fire flows for these land uses are 90 L/s, 150 L/s and 250 L/s (for institutional only) for levels 1, 2 and 3 fire protection respectively.

Analysis indicates that the Southeast Lands has pressure deficiencies for the PDD and PHD scenarios; however, there were no fire flow failures. The City of Regina has begun working on a Master Water Plan (MWP) in order to study the City's water system. The City has indicated that the City-Wide Water Master Plan will lead to the preliminary design of a Pressure Solution, and will provide recommendations to improve the system.

## Policies

- 7.1(a) The water system for the NP area shall be designed adequately and efficiently to address water servicing and fire flow requirements.
- 7.1(b) The water system should be in general accordance with **Figure 20: Water Servicing Concept**.
- 7.1(c) Future concept plans and detailed engineering design will refine the water system concept without an amendment to the NP required.
- 7.1(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for water servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 7.1(e) The City may allow privately owned and managed water supply systems within the Light and Medium Industrial Area with the proviso that:
  - (i) Fire protection/suppression requirements can be met, as per the National Building Code;
  - (ii) As a prerequisite for, and as part of the development of, the Prestige Industrial Area, full city water service is installed within the Light and Medium Industrial Area;
  - (iii) At the City's discretion, if required, land shall be dedicated or reserved (e.g. easement) adjacent to and abutting, the Service Road for the purpose of installing future utility lines.
- 7.1(f) Following completion of conceptual design of a long term water solution which incorporates the Southeast Lands (through the Water Master Plan or similar study), the water solution for the Southeast Lands may be re-evaluated for lands that have not yet been subdivided.



## 7.2 Stormwater Management

### 7.2.1 Existing Conditions

The NP study area slopes gently from north to south, and drains to two catchment areas, Chuka Creek to the south, and Wascana Creek, via the Prince of Wales Stormwater Management Facility (SWMF), to the west of the plan area. The developed areas include the church and funeral home located east of the Regina Memorial Gardens Cemetery and several industrial sites east of Anaquod Road. The majority of the existing area is currently used for agricultural purposes.

The total relief is approximately 11 metres over the north-south distance, with elevations ranging from 585 m to 574 m. At the north end, the land generally slopes from north to south and from east to west, with an elevation of 585 m at the northeast corner and an elevation of 580 m at the northwest corner. There is a low point of 578 m at Primrose Drive, then the land slopes from north to south with a more noticeable drop in elevation occurring about 460 m west of Anaquod Road. The land between Anaquod Road and the future East Regina Bypass generally slopes from north to south but is relatively flat from east to west.

### 7.2.2 Proposed Development

The City of Regina's stormwater management strategy follows the urban dual drainage concept where the minor (piped) system conveys flows from the 1 in 5 year storm event and the major (overland) system manages flows from the 1 in 100 year event. The City of Regina requires that for all new developments, the stormwater management system be designed to manage flows generated by the 1 in 100 year design storm, 24 hour Chicago distribution rainfall event. XPSWMM version 15.1 was used to simulate the impacts of various rainstorms and resulting storm water runoff on existing and proposed infrastructure. The model integrates the serviceable areas of the NP, as well as existing storm infrastructure and conveyance systems. The NP subcatchments analyzed in the model correspond to **Figure 21: Stormwater Management Concept**.

The onsite storm water management will be achieved by employing traditional storm water conveyance and detention practices to limit post-development runoff rates to less than or equal to pre-development runoff rates for the 1 in 100 year, 24 hour City of Regina Chicago distribution, rainfall event. Stormwater detention volumes are based on outflows at the predevelopment flow rates. They are understood as active storage volumes used for temporary runoff storage. These volumes were rounded to the next 1,000m<sup>3</sup>.

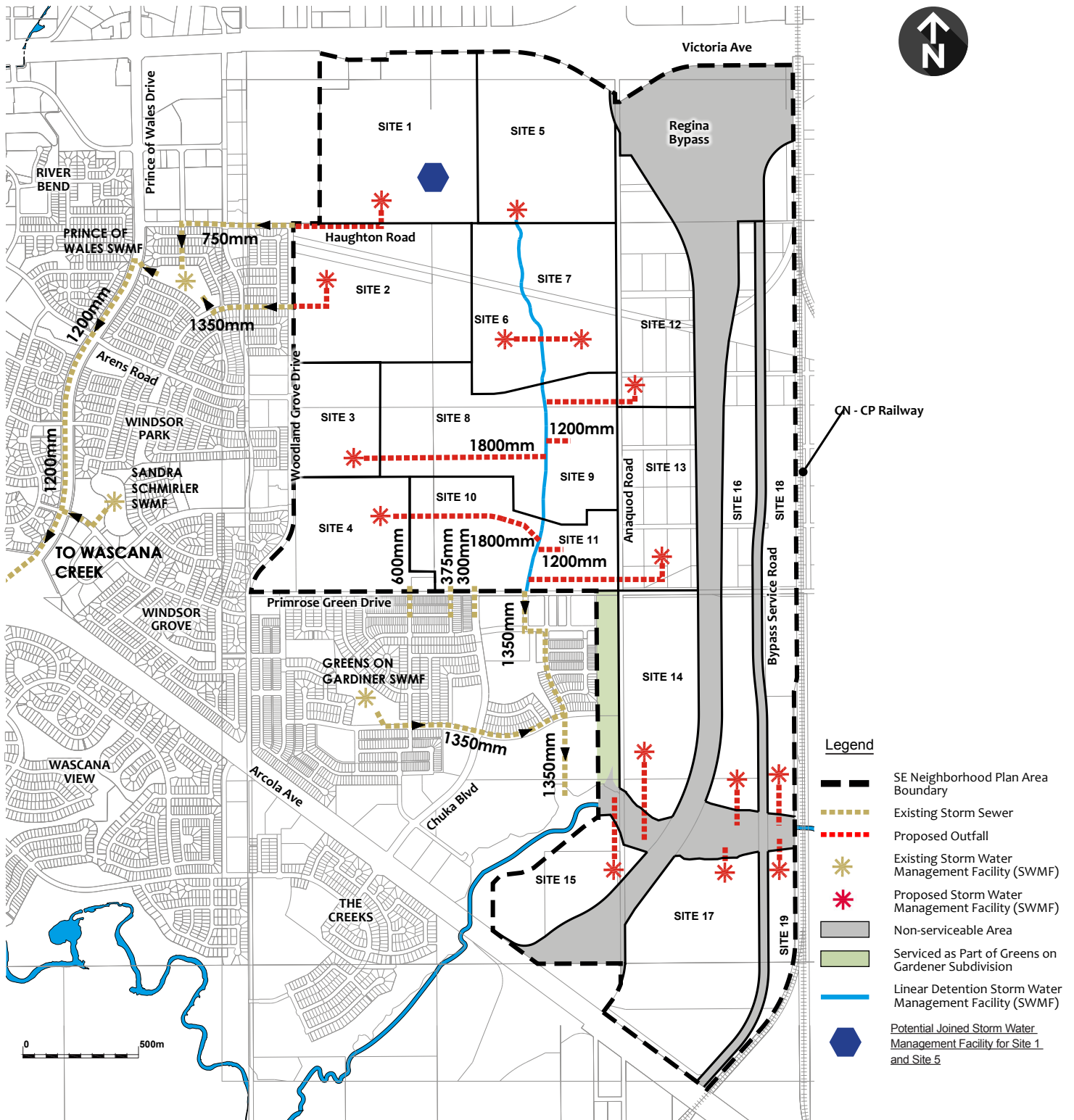
#### Areas Draining to the Prince of Wales SWMF

The storage requirements for the SE lands draining to the existing Prince of Wales SWMF are summarized in **Table B2: Storage Drainage Requirements for Sites 1+2** in Appendix B.

Upon review of pre and post development scenarios, it can be concluded that Sites 1 and 2 in the northwest corner of SEL will have a minimal impact on the operation of the existing Prince of Wales and SWMF:

- With both Sites 1 and 2 releasing at 6.0 L/s/ha the maximum flow out of the Prince of Wales SWMF is 2.0 m<sup>3</sup>/s, below the maximum design flow of 2.2 m<sup>3</sup>/s.
- The maximum 1 in 100 year high water level(HWL) in the Prince of Wales SWMF is 575.60 m, with the addition of Site 1 and 2, which is 0.24 m higher than pre-development. The HWL is 1.40 m below the Prince of Wales SWMF freeboard.

## F21 | Stormwater Management Concept



### Areas Serviced by the Linear Detention SWMF

The areas within the future Towns 235k Concept Plan (Sites 3, 4, 8, 9, 10 and 11) will drain directly to the Linear Detention SWMF. The remainder of the areas will release to the Linear Detention SWMF at a controlled flow rate of 3.3 L/s/ha. The Linear Detention SWMF will also be controlled at 3.3 L/s/ha, prior to the tie-in point to the Greens on Gardiner 1350 mm storm trunk. The storage requirements for the areas serviced by the Linear Detention SWMF are summarized in **Table B3: Storage Requirements for Linear Detention SWMF from Areas Draining Directly to SWMF** and **Table B4: Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to SWMF** in Appendix B.

- The estimated 100 year elevation for the Linear Detention SWMF is 577.85 m, corresponding to an active storage volume of 85,000 m<sup>3</sup>. The proposed back-of-lot elevation of 578.40 m at the south end of the Linear Detention SWMF results in a freeboard of 0.55 m for the 1:100 year design storm event.
- The development of the commercial land in the north half of Sites 1 and 5, in advance of the residential lands and LDF being developed to the south, can have one SWMF constructed and released at a controlled release rate to the Houghton Road storm trunk and the Prince of Wales SWMF, on an interim basis, pending the following:
  - An alternative major system discharge location to service the lands until such time as the linear detention facility is completed.
  - The facility be controlled at a reduced release rate and the outlet rerouted once the linear detention facility is completed.
  - Pacer Park baseball field is located within the catchment area for Site 12. The storage requirement for this site was re-calculated to 7,000 m<sup>3</sup> to reflect the change in imperviousness and land-use from the previous planning concept. On an interim basis, and until the LDF is completed, Site 12 SWMF may temporarily outlet into Anaquod Road ditch.

### Areas Draining Directly to Chuka Creek

192 hectares of land will drain directly to Chuka Creek, through the use of dry bottom detention ponds to attenuate flows, at a controlled pre-development release rate of 3.3 L/s/ha.

Overall, the proposed stormwater management concept for the NP area accommodates existing externally generated flows and ensures that the post-development peak runoff flows leaving the plan area must be equal to or less than the pre-development peak flows.

## Policies

- 7.2(a) The stormwater management system to service the plan area shall be designed adequately and efficiently to address all necessary stormwater management requirements and Municipal Reserve requirements where stormwater management facilities are located on Municipal Reserve.
- 7.2(b) The stormwater management system should be in general accordance with **Figure 21: Storm Servicing Concept**.
- 7.2(c) Refinements to the stormwater management plan may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 7.2(d) As a prerequisite for rezoning or subdivision approval, the City may require detailed modelling and analysis for stormwater servicing that identifies network routing, capital improvements and solutions for providing an appropriate level of service both within the development and beyond.
- 7.2(e) As a prerequisite to subdivision, an impact assessment study shall be provided to the City of Regina for any stormwater management facility proposed on Municipal Reserve.

## 7.3 Wastewater Collection System

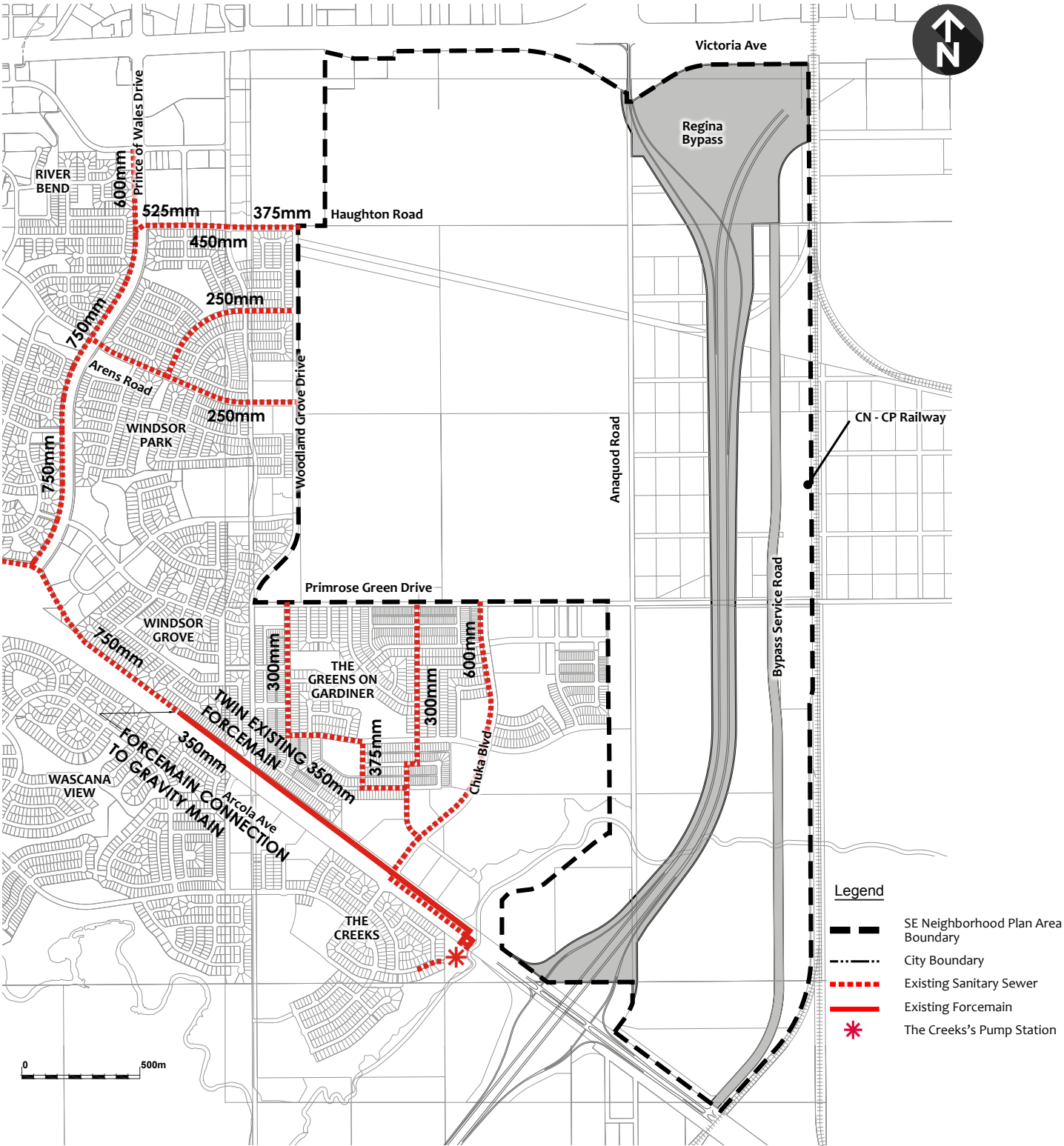
### 7.3.1 Existing Conditions

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks PS feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for downstream wastewater collection system upgrades in the City, as surcharging and flooding is experienced during major rainfall events. Thus, limited capacity is available within the downstream system during existing conditions. Future upgrades to the downstream system are expected to occur, but no timeline has been identified.

The Creeks PS currently consists of 2 pumps (1 duty and 1 standby) discharging at a maximum combined rate of approximately 109 L/s with a 350 mm diameter 1600 m long force main. A 1,000 m<sup>3</sup> storage tank is also constructed and is meant to store the PS inflows in the event that the downstream collection system is surcharged. The Creeks PS was designed with the operational philosophy that no flow will be discharged into the Arcola Trunk sewer if the downstream system is operating at a flow depth equal to 80% of its pipe diameter at Lacon Street. The Creeks PS was constructed so that it could be expanded to accommodate future growth areas. The pump station expansion would require additional pumps and additional force main and force main and expanded offline storage facilities.

**Figure 22: Existing Sanitary Infrastructure** identifies the location of the existing sanitary trunk sewers located west and south of the study area.

F22 | Existing Sanitary Infrastructure





### 7.3.2 Proposed Development

The City's calibrated InfoWorks CS Wastewater Hydraulic Model was used to determine the required wet weather flow capacity, the total volume generated, and the required storage volume. The SE Lands planning area was subdivided into catchments numbered 1 to 15 and are shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**.

#### The Creeks Pump Station Expansion

Catchments 5, 7 and 8 can be serviced by expanding the existing Creeks Pump Station. The Creeks PS was built to accommodate additional pumps and storage. The pumping capacity and offline storage would have to be increased to service those areas. Catchment 5 is part of the Greens on Gardiner Concept Plan Amendment area and can be serviced through the existing infrastructure in the Greens. Catchment 7 and 8 is the Towns Concept Plan area and can be serviced through the 600 mm trunk sewer on Chuka Boulevard.

The City is currently undertaking the predesign analysis of the Creeks Pump Station Expansion. That assessment will determine the maximum expandable capacity of the Creeks Pump Station and offline storage tank. It is possible expansion could accommodate additional catchment areas; however, that needs to be confirmed once the preliminary design has been completed.

#### The Existing Sub-trunk on Houghton Road

Catchments 10 to 15 can be serviced through the 375 mm sub-trunk on Houghton Road and Woodland Grove drive. Based on a preliminary grading concept completed in support of the East Victoria commercial corridor by Associated Engineering, all lands within Catchments 13 to 15 can be serviced by gravity.

An assessment of the Houghton Road sub-trunk was completed from Woodland Grove Drive to Prince of Wales Drive. The Houghton Road sub-trunk capacity is limited by the 375 mm diameter pipe section from Woodland Grove Drive to Windsor Park Road. If an additional 375 mm pipe was constructed between Windsor Park Road and Woodland Grove drive, there would be capacity to accommodate Catchments 10 to 15.

#### Potential Pump Station

A new pump station would be required to service Catchments 1 to 4 and 6. This pump station could also service Catchments 10, 11 and 12. The pump station would discharge into the 750 mm trunk sewer on Arcola Avenue.

A storage facility is required to maintain the storage servicing philosophy for all catchments unless downstream conveyance upgrades are made to increase the capacity of the downstream system.

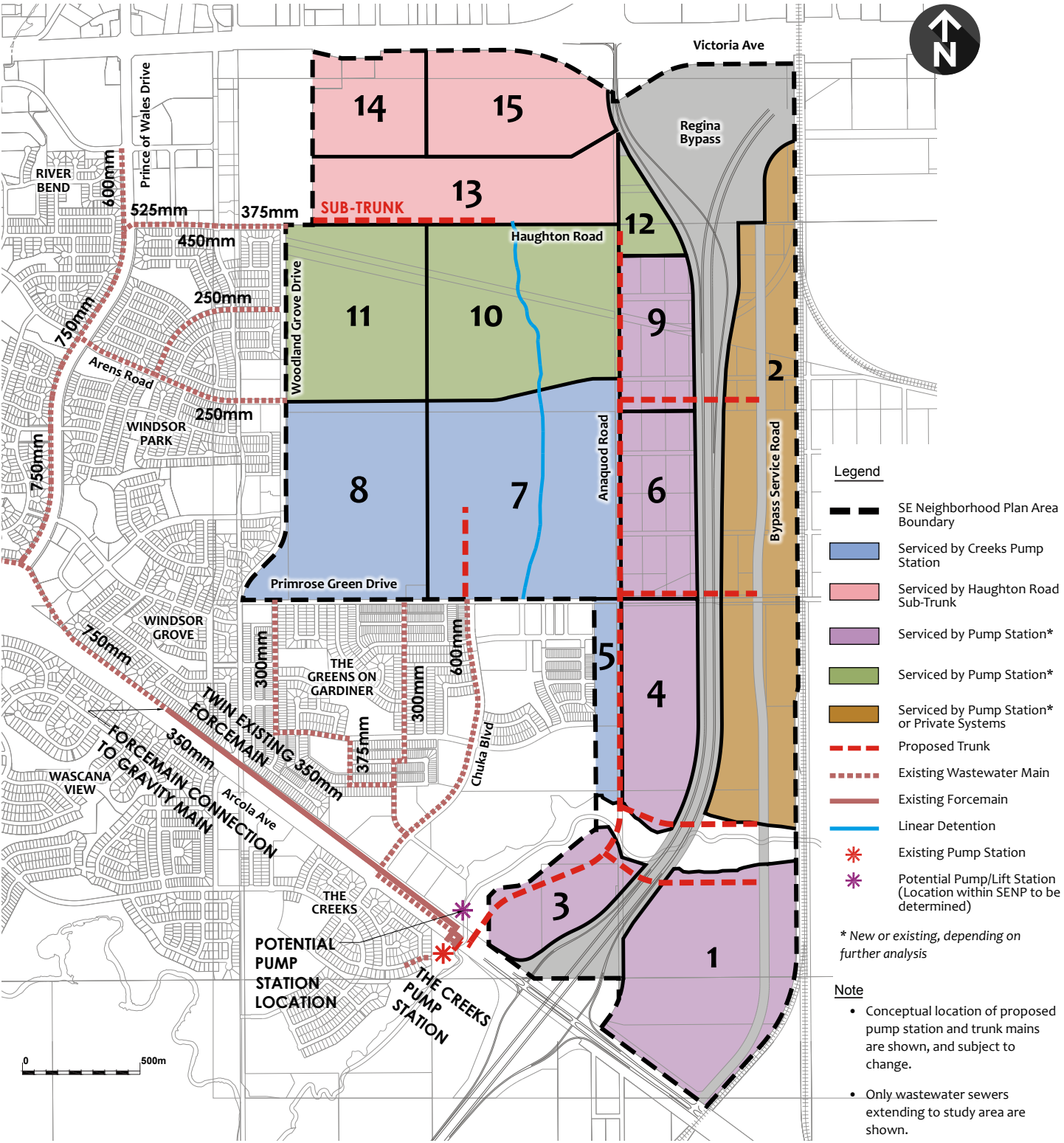
#### Private Systems

Catchment 2 comprises the Light & Medium Industrial Area. This area may be serviced through privately owned on-site sewage treatment systems.

#### Recommendations

The recommended servicing scheme is shown on **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**. A detailed serviceability report in support of this assessment has been provided to the City of Regina under separate cover.

F23 | Wastewater Catchments & Sanitary Servicing Concept



## Policies

### Wastewater Collection System

- 7.3(a) The wastewater collection system to service the NP area shall be designed adequately and efficiently to address all required wastewater requirements.
- 7.3(b) The wastewater collection system should be in general accordance with **Figure 23: Wastewater Catchments & Sanitary Servicing Concept**
- 7.3(c) Where a new wastewater storage and/ or pumping facility is required:
  - (i) This facility should be strategically located in order to accommodate the largest and/ or most practical catchment area as possible;
  - (ii) Only one new facility shall be permitted in the Plan Area, except where the City, at its discretion, deems that an additional facility may be beneficial.
- 7.3(d) Refinements to the wastewater collection system may take place at the time of detailed engineering design concurrently with the concept plan, rezoning and subdivision process without an amendment to this NP.
- 7.3(e) Portions of the plan area may be set aside as a municipal utility parcel to accommodate the location and construction of a sanitary pumping station and/or forcemain requirements.
- 7.3(f) As a prerequisite for rezoning or subdivision approval, the City may require: detailed modelling and analysis for wastewater servicing, which identifies network routing; capital improvements; a pre-design of the sanitary pump station and forcemain; and solutions for providing an appropriate level of service both within the development and beyond.
- 7.3(g) As future development proceeds within the plan area, weeping tile discharge into the sanitary sewer system shall be prohibited.
- 7.3(h) Following completion of conceptual design of a long term wastewater solution which incorporates the Southeast Lands (through the Wastewater Master Plan or similar study), the wastewater solution for the Southeast Lands will be re-evaluated for lands that have not yet been subdivided.
- 7.3(i) The City may allow privately owned and managed wastewater systems within the Light and Medium Industrial Area with the proviso that it can be demonstrated to the City's satisfaction that relevant City and Provincial requirements can be met.

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## 7.4 Shallow Utility Servicing

Existing and proposed shallow utilities, including SaskEnergy, SaskTel, SaskPower, and Access Communications, in the SENP area are shown on **Figure 24: Shallow Utilities Servicing**.

SaskEnergy has proposed locations for two 40 m x 60 m regulator stations and one Town Border Station. In addition, SaskEnergy has identified the need to expand the SaskEnergy Elevated Pressure system distribution line within the SENP area. The gas distribution line is proposed to be located east of the Regina Bypass. The SaskEnergy line will require a 15 metre easement or right-of-way and will extend north across Victoria Avenue. The exact location of the SaskEnergy distribution line will be identified at the Concept Plan and Land Use Rezoning stage.

SaskTel has planned for four 35 m or 45 m wireless towers to be distributed throughout the SENP area as shown. SaskTel has noted that the locations are subject to change based on changes in population density, and that the towers will be built as required and when capital is available.

SaskPower does not require major infrastructure in Phase 1 of the SENP (as illustrated on **Figure 25: Development Phasing Boundaries**) and requests to be contacted regarding Phase 2 at a later date.

Access Communications also does not require major infrastructure. Access's equipment will be placed within road right-of-ways during the detailed design stages.

The four utility companies have noted that there may be significant lead times and appreciate as much notice as possible when it is time to install these facilities.

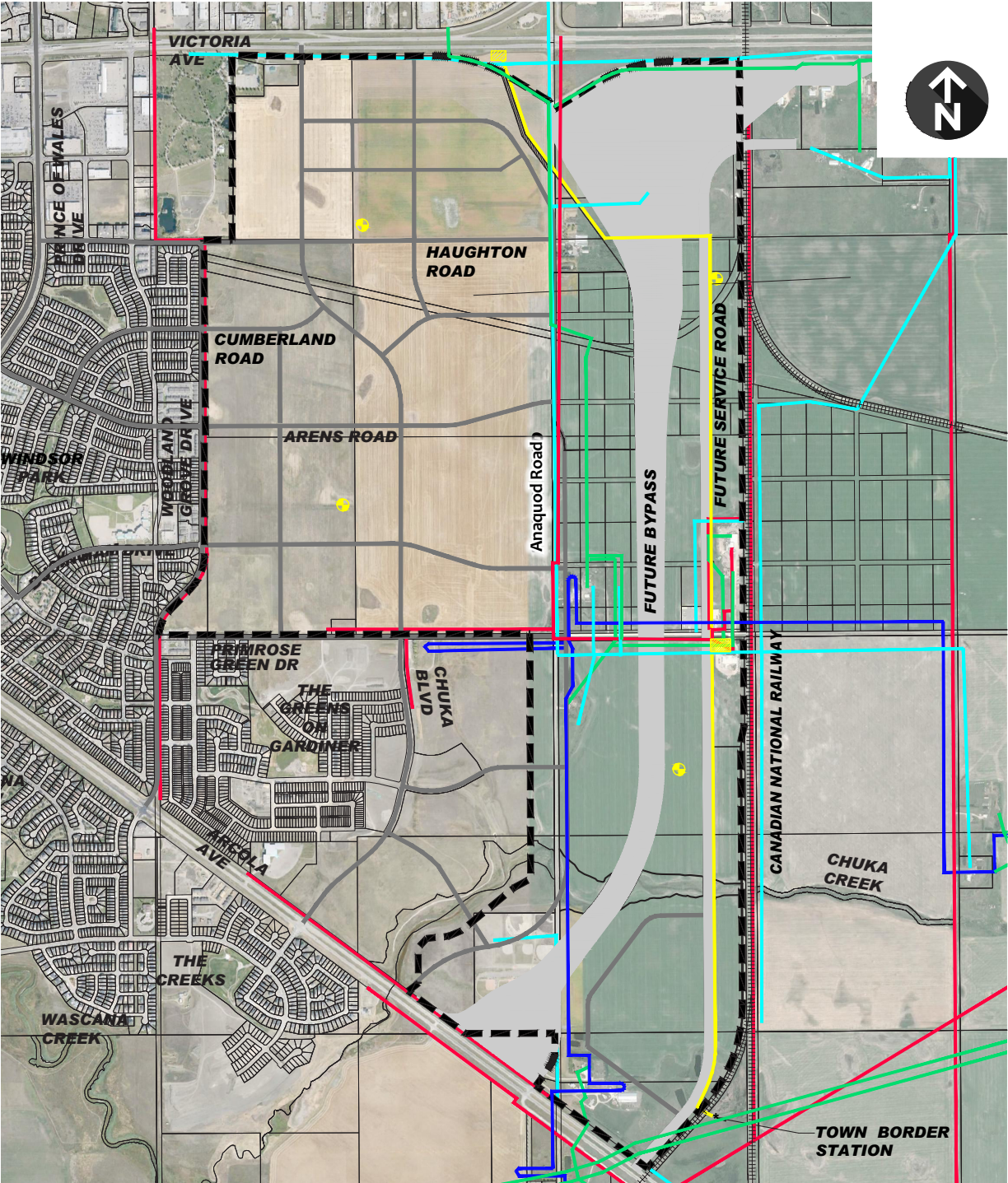
### Policies

#### Shallow Utility Servicing

- 7.4(a) The City may require, as a prerequisite for concept plan approval, the submission of a risk assessment in order to determine land-use and setback implications associated with gas facilities if residential development is proposed within close proximity to a gas facility..
- 7.4(b) The location and design of cell towers within the SENP should ensure the presence of towers is minimized within a development



F24 | Shallow Utilities Servicing



- Legend
- |  |                           |  |  |
|--|---------------------------|--|--|
|  | EXISTING OVERHEAD POWER   |  | PROPOSED NEW GAS LINE (15.0m ROW REQUIRED) |
|  | EXISTING BURIED POWER     |  | PROPOSED REGULATOR STATION                 |
|  | EXISTING BURIED GAS       |  | PROPOSED CELL TOWER                        |
|  | EXISTING BURIED TELEPHONE |  |  |

0 500m

# 8.0

# Implementation

## 8.1 Development Phasing

### Purpose

Development phasing boundaries are based on infrastructure considerations and planning logic. Phasing boundaries have been defined in **Figure 25: Development Phasing Boundaries**, and are based on logical and sequential key infrastructure considerations.

Phase 1 lands identified on **Figure 25** include the existing Towns Concept Plan area, the commercial lands along Victoria Avenue, the industrial lands east of the Bypass, and the Ball Park Facility. Phase 2 lands consist of the remaining Residential and Mixed-Use areas within the SENP.

Industrial land uses may initially require minimal servicing infrastructure, thus, alternative and interim forms of servicing may be permitted for the development of lands east of the Bypass, as agreed upon with the City of Regina.

The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be developed and integrated in conjunction with the existing Greens on Gardiner neighbourhood.

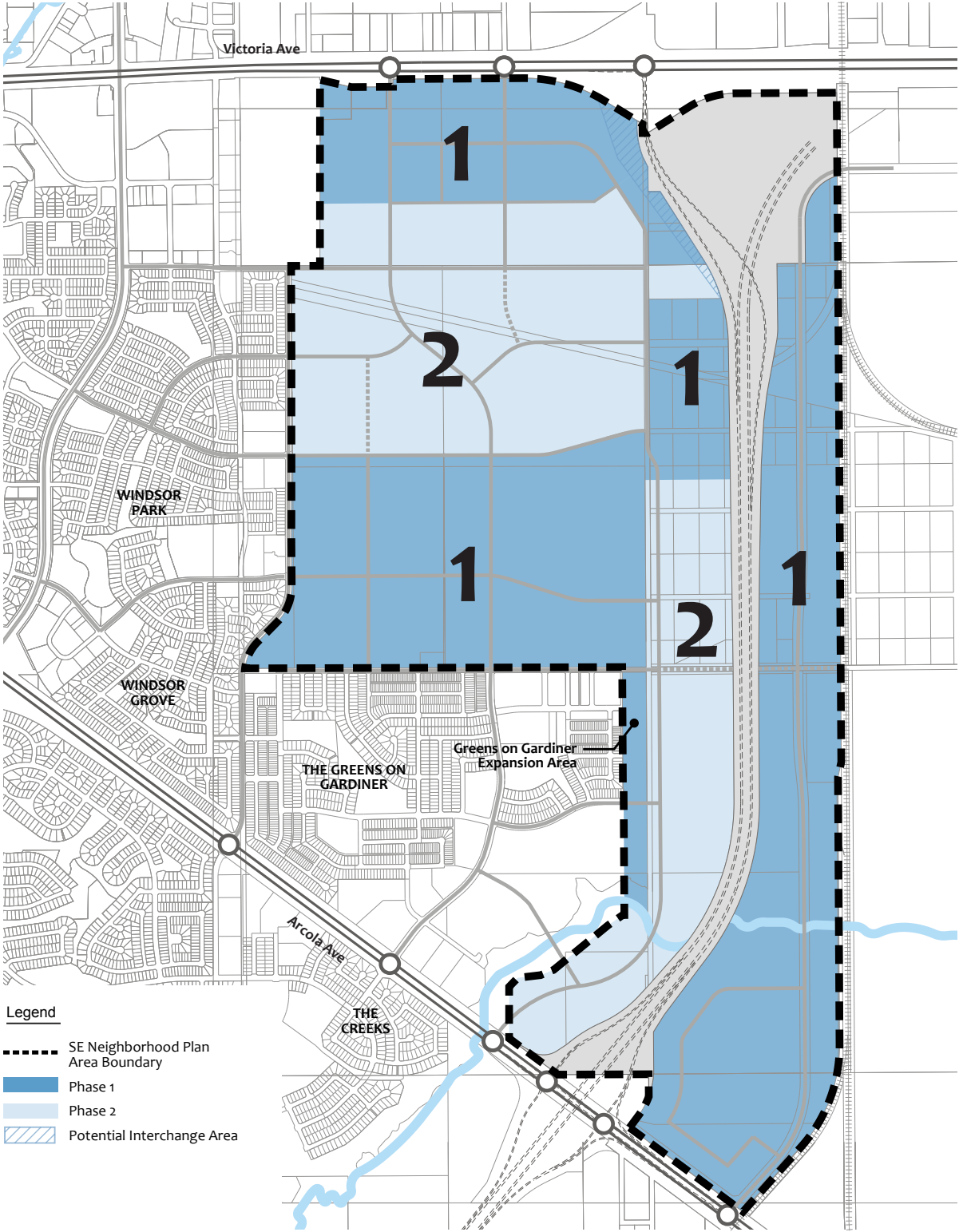
Lands identified as 'Stage 2' may be reviewed by the City of Regina on a per application basis. Priority of growth for these lands should be evaluated based on servicing and infrastructure requirements and upgrades, as well as considerations that may include readiness to proceed, contiguous development, and proximity to existing community amenities.

Lands within and directly adjacent to the Potential Interchange Area may be impacted by the potential future interchange at Anaquod Road and Victoria Avenue. Development of these lands shall be coordinated with the Province and the City of Regina once the Province has completed functional planning and determined right-of-way requirements for the future interchange.

### Policies

- 8.1(a) Phasing within the Neighbourhood Plan shall generally comply with the boundaries as shown in **Figure 25: Development Phasing Boundaries**.
- 8.1(b) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 2 as shown on **Figure 25: Development Phasing Boundaries**.
- 8.1(c) Pending conformity with the policies and/or growth plan of Part A of the City's OCP respecting the phasing and timing of growth and concept plan approval, the City may consider approving residential development within Phase 1 commercial lands as shown on **Figure 25: Development Phasing Boundaries**.

F25 | Development Phasing Boundaries





- 8.1(d) The Greens on Gardiner Expansion Area within this Neighbourhood Plan will be subject to phasing within the approved Greens on Gardiner Concept Plan.
- 8.1(e) Concept plan submissions shall include detailed staging plans to help direct and guide rezoning and subdivision applications and the logical extension of municipal services and infrastructure.
- 8.1(f) Notwithstanding any other policy of this Plan, specific rezoning applications should not be approved where the proposed development will, in the estimation of the City, result in an unsatisfactory level of service, either within the plan area or elsewhere in the city, for traffic management or utilities.

## 8.2 Concept Plan Requirements

### Purpose

To advance development on the subject lands, a concept plan must first be prepared in accordance with the Design Regina OCP and the Southeast Neighbourhood Plan. The purpose of a concept plan is to provide for more detailed land use, transportation and servicing framework which is consistent with the SENP. concept plan boundaries are referenced in **Figure 26: Concept Plan Boundaries**. Concept plan boundaries have been informed by the SENP community and neighbourhood framework and by previous concept plan approvals.

The concept plan boundaries are preliminary and subject to refinement based on discussions with the City. There is an approved concept plan for “Concept Plan C” as identified on **Figure 26**.

The Greens on Gardiner Expansion Area within the SENP has been incorporated within the approved Greens on Gardiner Concept Plan boundary.

### Policies

- 8.2(a) As a prerequisite for rezoning approval, a concept plan shall be prepared and approved for the applicable areas as outlined in **Figure 26: Concept Plan Boundaries**.
- 8.2(b) The Greens on Gardiner Expansion Area within this Neighbourhood Plan shall be incorporated within the approved Greens on Gardiner Concept Plan.
- 8.2(c) Notwithstanding any other policy of this Plan, the City may allow rezoning and development of lands within the Phase 2 area as shown on **Figure 25: Development Phasing Boundaries**, in order to accommodate transportation or utility infrastructure or public facilities, at any time and without a concept plan being required
- 8.2(d) Notwithstanding Policy 8.2(a) concept plan boundaries may be adjusted without amendment to this Plan being required.
- 8.2(e) The location and type of land use, residential density, open space, park features and transportation networks within an approved concept plan should be in general compliance with this Neighbourhood Plan.

- 8.2(f) Where the location and type of land use, open space, or transportation and servicing networks illustrated in a proposed concept plan varies from this Neighbourhood Plan, the City may approve the concept plan with the proviso that:
- The variation is deemed by the City to be minor in nature;
  - The variation does not directly conflict with a particular policy statement; and
  - The proposed concept plan substantially conforms with this Neighbourhood Plan.
- 8.2(g) Concept plans may be adopted or amended by resolution, in accordance with the Planning and Development Act, 2007 and shall be binding upon applicable rezoning and subdivision applications.
- 8.2(h) Concept plans shall contain for each applicable phase, a detailed land use plan and detailed circulation plan (road and street networks, transit routes, pedestrian and cycling routes, where applicable)

## 8.3 Intermunicipal Coordination

### Purpose

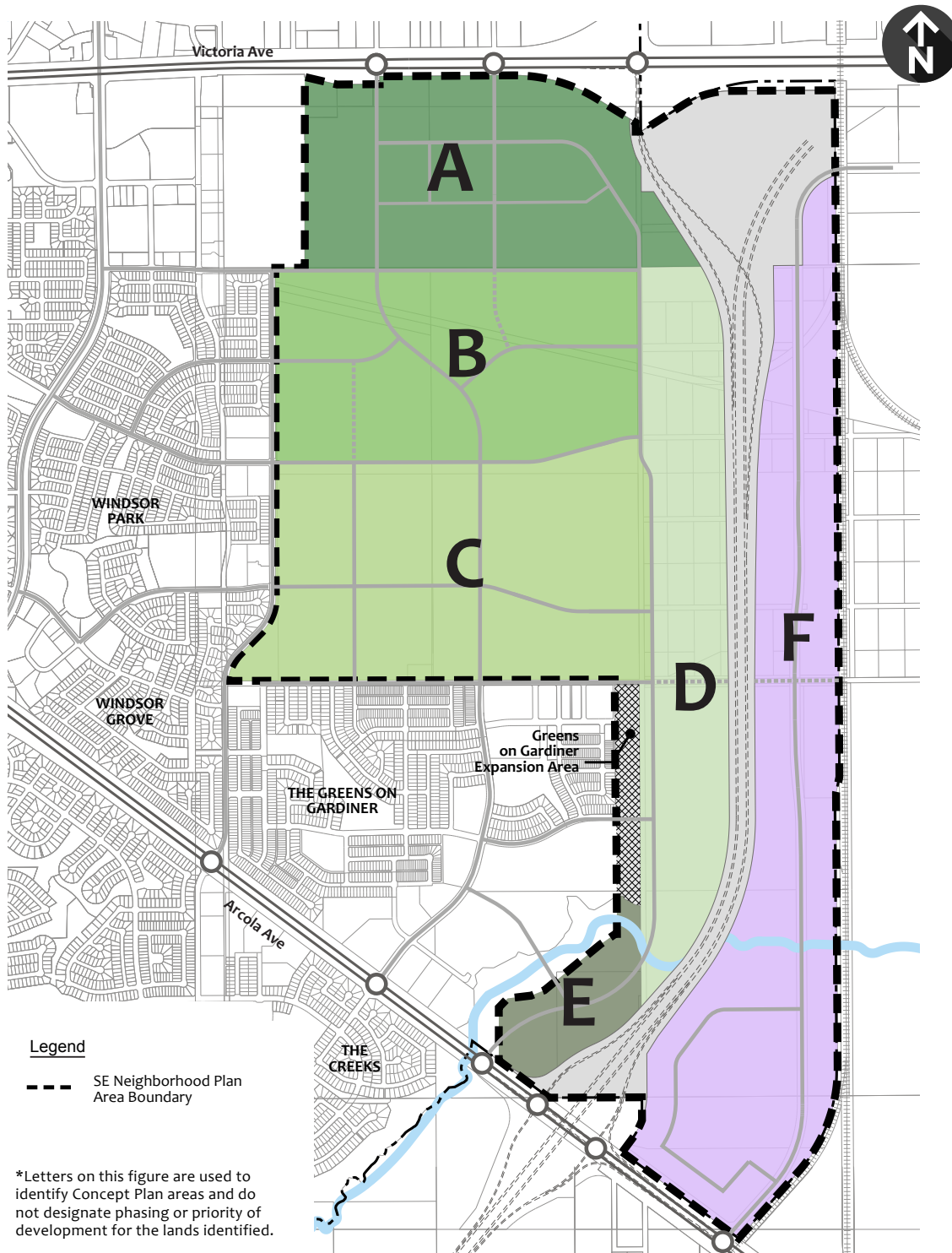
The Neighbourhood Plan Area is directly bordered by the R.M. of Sherwood to the east. The Design Regina OCP shows the SE Regina Neighbourhood Plan area located within the Joint Planning Area and as such both municipalities (City of Regina and R.M. of Sherwood) will collaborate on planning and development matters where appropriate.

### Policies

- 8.3(a) The City of Regina shall consult with the R.M. of Sherwood on intermunicipal planning, transportation and servicing matters that may arise during the implementation of the Neighbourhood Plan to achieve cooperative and coordinated outcomes.
- 8.3(b) The City of Regina shall circulate all development and planning proposals within the Joint Planning Area (within the Neighbourhood Plan Area) as per current R.M. of Sherwood/City of Regina intermunicipal policies.



## F 26 | Concept Plan Boundaries



## 8.4 Neighbourhood Plan Interpretation

### Purpose

Interpretation of the Neighbourhood Plan is paramount to proper implementation. This section provides direction on maps, policies and limitations of the Plan:

- Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate and no measurements of distances or areas should be taken from the maps in this Neighbourhood Plan.
- Where a purpose or an intent statement accompanies a policy, it is provided only to illustrate the purpose of and enhance the understanding of a policy. Should an inconsistency arise between the intent statement and a policy, the policy will take precedence.
- Most policies are written in the active tense, as deliberate statements or plans indicative of the direction that the City is proposing for future development or desired outcomes. In some of these policies, the word “should” is explicitly used to clarify the directional nature of the statement. Policies that use the active tense or “should” will be applied to all situations, unless it can be clearly identified to the satisfaction of the Approving Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Approving Authority.
- Policies in this Neighbourhood Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose, since detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for concept plan, rezoning, subdivision or development permit approval.
- The appendices are provided for information only and do not form part of the statutory portion of this Neighbourhood Plan.

### Policies

- 8.4(a) Unless otherwise specified in this Neighbourhood Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such.
- 8.4(b) The existing Regina Funeral Home & Cemetery owned by Arbor Memorial Inc. shall remain as its legally approved land use.
- 8.4(c) All proposed land use areas, phasing boundaries and road alignments may be subject to further review and will be further delineated at the concept plan/rezoning stage. No amendment to this Neighbourhood Plan will be required as long as the intent of the applicable policies is maintained.
- 8.4(d) All policies in this Neighbourhood Plan are binding; all other content is for information purposes only.

# **APPENDIX A - NON-BINDING INFORMATION**

## **Appendix A.1- Traffic Impact Assessment Supplemental Information**

### **Internal Road Network:**

Key findings and recommendations of the traffic impact assessment are as follows:

- All internal intersections within the Southeast Neighbourhood are anticipated to operate acceptably in the 2040-forecast scenario.
- Traffic signals will be required at full build out of the neighbourhood along Chuka Boulevard and Anaquod Road.
- Right and left turn lanes will be required along Chuka Boulevard for intersections located north of Haughton Road.
- Right and left turn lanes will be required along Zinkhan Street for intersections located north of the south commercial roadway.
- Chuka Boulevard, Zinkhan Street, and Anaquod Road will require a four-lane cross section with a six-lane cross section through the first links south of Victoria Avenue, along Chuka Boulevard and Zinkhan Street. A median will be required for both roads to store left turn lanes. The right-of-way width along these roads will be narrower south of Haughton Road as lower traffic volumes are expected south of the commercial areas.
- All remaining roads will require a two-lane cross section and right turn bays, with the exception of the intersection of Chuka Boulevard and Haughton Road which will require left turn lanes for the for the eastbound, westbound and southbound direction.
- Upgrades to Woodland Grove Drive will be required as per the requirements of the Traffic Impact Assessment.
- Right turn lanes will be required at Buckingham Drive and Arens Road to accommodate the projected traffic volumes at full build out; these intersections will also require traffic signals to reduce delay and congestion.
- The timing and implementation of traffic signals for the SENP as shown in **Figure 18: Potential Traffic Signal Locations**, will be determined by the rate of development and ultimately dictated by the traffic demand at each intersection.

### **Regional Road Network:**

Key findings and recommendations of the traffic impact assessment are as follows:

- 6-lane cross section is required along Victoria Avenue East and likely through the first links south of Victoria Avenue along Chuka Boulevard and Zinkhan Street
- Zinkhan Road and Victoria Avenue East intersection is required
- Anaquod Road and Arcola Avenue East intersection is required
- All external access points to the Southeast Neighbourhood from Victoria Avenue and Arcola Avenue, with infrastructure improvements, are anticipated to accommodate the future traffic volumes
- Dual Left Turn Lanes required at all left turn movements along Victoria Avenue East (Chuka Boulevard and Zinkhan Street intersections)
- Dual Left Turn Lanes are required for all left turn movements along Arcola Avenue East (Woodland Grove Drive, Chuka Boulevard & Anaquod Road)

## Appendix A.2- Stormwater Management Supplemental Information

### TA1 | Proposed Development Sub-Catchments

Sub-catchment	Area (ha)	Land Use	Outfall/Tie-in Point	Drainage Basin
Site 1	50	Commercial Mixed-Use	Existing minor system, Houghton Road	Wascana Creek
Site 2	47	neighbourhood area	Existing minor system, Cumberland Road	Wascana Creek
Site 3	19	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 4	29	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 5	41	Commercial, Mixed-Use	Linear Detention SWMF	Chuka Creek
Site 6	17	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 7	27	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 8	32	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 9	22	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 10	25	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 11	12	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 12	33	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 13	28	neighbourhood area	Linear Detention SWMF	Chuka Creek
Site 14	32	neighbourhood area	Chuka Creek	Chuka Creek
Site 15	20	mixed-use	Chuka Creek	Chuka Creek
Site 16	37	light/medium industrial	Chuka Creek	Chuka Creek
Site 17	51	prestige industrial	Chuka Creek	Chuka Creek
Site 18	42	light/medium industrial	Chuka Creek	Chuka Creek
Site 19	10	prestige industrial	Chuka Creek	Chuka Creek
<b>Total</b>	<b>574</b>	<b>Serviceable Storm Area</b>		

### TA2 | Storage Drainage Requirements for Sites 1+2

Sub-catchment	Area (ha)	Peak Flow (m <sup>3</sup> /s)	Approximate Storage Volume (m <sup>3</sup> )
Site 1	50	0.30	39,000
Site 2	47	0.28	30,000

### TA3 | Storage Requirements for Linear Detention SWMF From Areas Draining Directly to SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 3	19	n/a
Site 4	29	5,000
Site 8	32	n/a
Site 9	22	n/a
Site 10	25	n/a
Site 11	12	n/a
Linear Detention SWMF		91,000
<b>Total</b>	<b>139</b>	<b>96,000</b>

### TA4 | Storage Requirements for Linear Detention SWMF from Areas with a Controlled Release Rate to the SWMF

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 5	41	32,000
Site 6	17	13,000
Site 7	27	20,000
Site 12	33	7,000
Site 13	28	21,000
<b>Total</b>	<b>146</b>	<b>110,000</b>



**TA5 | Storage Requirements for Sites 14-19 Draining to Chuka Creek**

Sub-catchment	Area (ha)	Approximate Storage Volume (m <sup>3</sup> )
Site 14	32	23,000
Site 15	20	13,000
Site 16	37	18,000
Site 17	51	33,000
Site 18	42	19,000
Site 19	10	6,000
<b>Total</b>	<b>192</b>	<b>112,000</b>

The domestic flows from both the Creeks and Greens on Gardiner communities drain to the Creeks Pump Station (PS). The Creeks Pump Station feeds into the southeast trunk which discharges into the McCarthy Boulevard Pump Station. Previously completed studies have identified the need for

# Coopertown

## Neighbourhood Plan

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### OCP – Part B.17

## PART B.17

### Coopertown Neighbourhood Plan

Enactment			
		Date	Bylaw
Approved	City of Regina	June 24, 2019	Bylaw No. 2019-35
	Government of Saskatchewan	August 8, 2019	N/A
Amended			

This Neighbourhood Plan forms part of:

***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

***The Planning and Development Act, 2007***

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## 1. INTRODUCTION

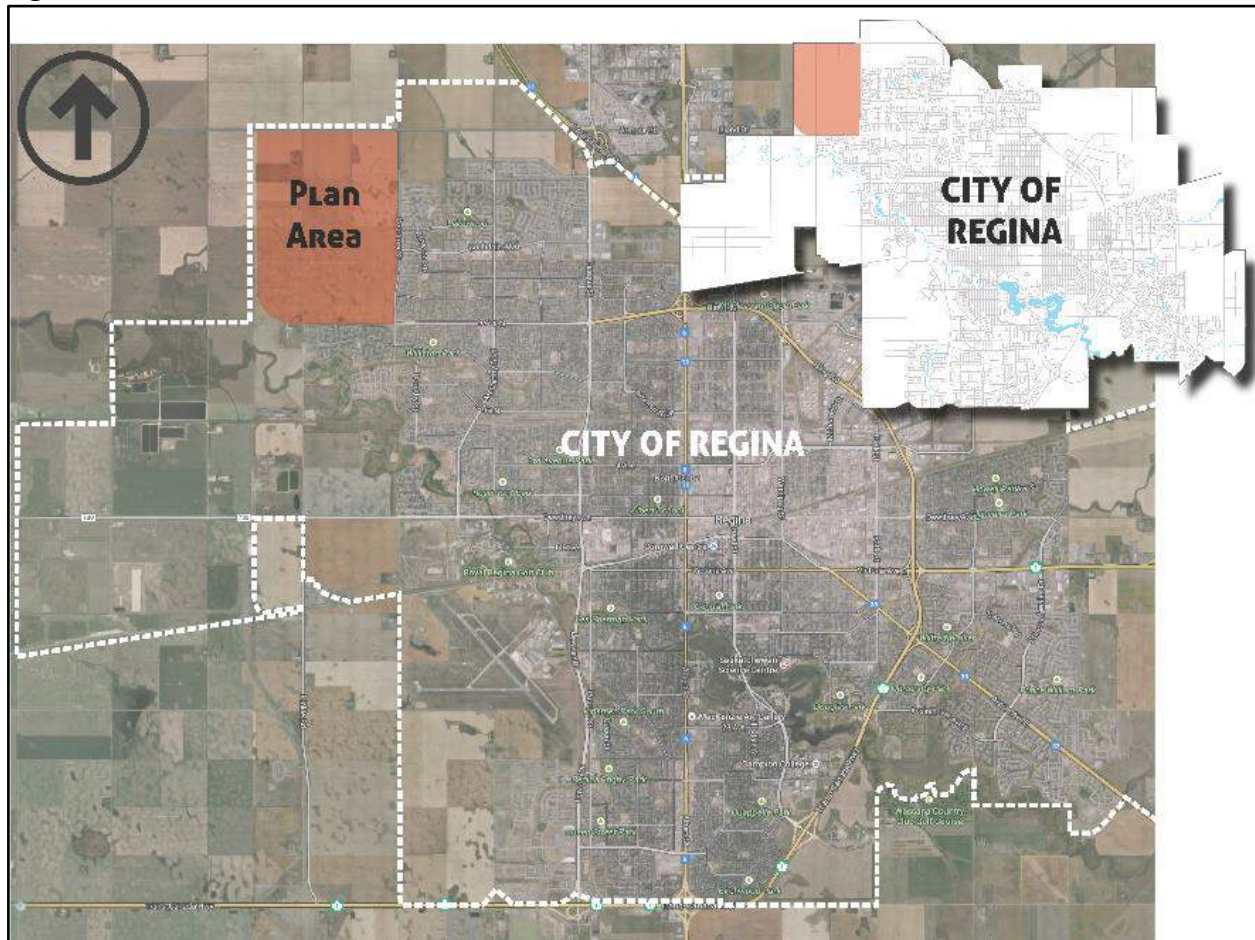
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### 1.1. Background

The intent of the Coopertown Neighbourhood Plan (“Coopertown Plan” or “Plan”) is to provide a policy framework for guiding the land-use, development and servicing of lands located in the northwest part of the city (“Plan Area”). The Coopertown Plan is a comprehensive policy document that will guide change over a long-term period and will provide direction for detailed planning through the concept plan, rezoning and subdivision processes.

### 1.2. Location

**Figure 1 – Location Context**



The Plan Area is approximately 744 hectares in size and is located in the northwest part of the City - framed by the Regina Bypass (west); 9<sup>th</sup> Avenue North (south); Courtney Street (east); Armour Road (north). Lands situated to the north and west are comprised of farmland, within the RM of Sherwood; lands to the south and east are comprised of built-out city neighbourhoods. The lands that comprise the Plan Area were incorporated into the City through multiple boundary alterations, including an alteration in 2014 where 520 hectares were added.



### **1.3. Regulatory Context**

#### Planning and Development Act, 2007

The Coopertown Plan is a type of secondary plan and forms part of *Design Regina: the City's Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations.

#### Official Community Plan ("Design Regina OCP")

The Coopertown Plan is included within Part B of Design Regina OCP. Official community plans are policy instruments used by municipalities to guide, over a long-term period, growth, development, the provision of services, and other matters, across the municipality. Whereas Part A of Design Regina OCP provides general policy direction for the city as a whole, the secondary plans contained in Part B apply to specific sub-areas within the city (e.g. new neighbourhoods). As a secondary plan, the Coopertown Plan must be in conformity with Part A.

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. The Growth Plan of the Design Regina OCP identifies the land requirements intended to accommodate a population of 300,000 ("New Neighbourhood"), as well as the land requirements for a population beyond 300,000 ("Future Long Term Growth") (Figure 2). The Plan Area includes both New Neighbourhood areas, as well as Future Long Term Growth areas. The Phasing Plan of the Design Regina OCP illustrates the phasing scheme pertaining to lands identified as New Neighbourhoods (Figure 3), which this Plan must be in conformity with.

#### Concept Plans, Rezoning and Subdivision

As a general requirement for rezoning and subdivision approval, a concept plan must be prepared and approved for specified development areas. Concept plans illustrate the specific location of land-use, open space and transportation networks and must be in general conformity with this Plan. Likewise, rezoning and subdivision approval will generally be required as a prerequisite for development and these applications must conform with an approved concept plan.

Figure 2 – OCP Growth Plan

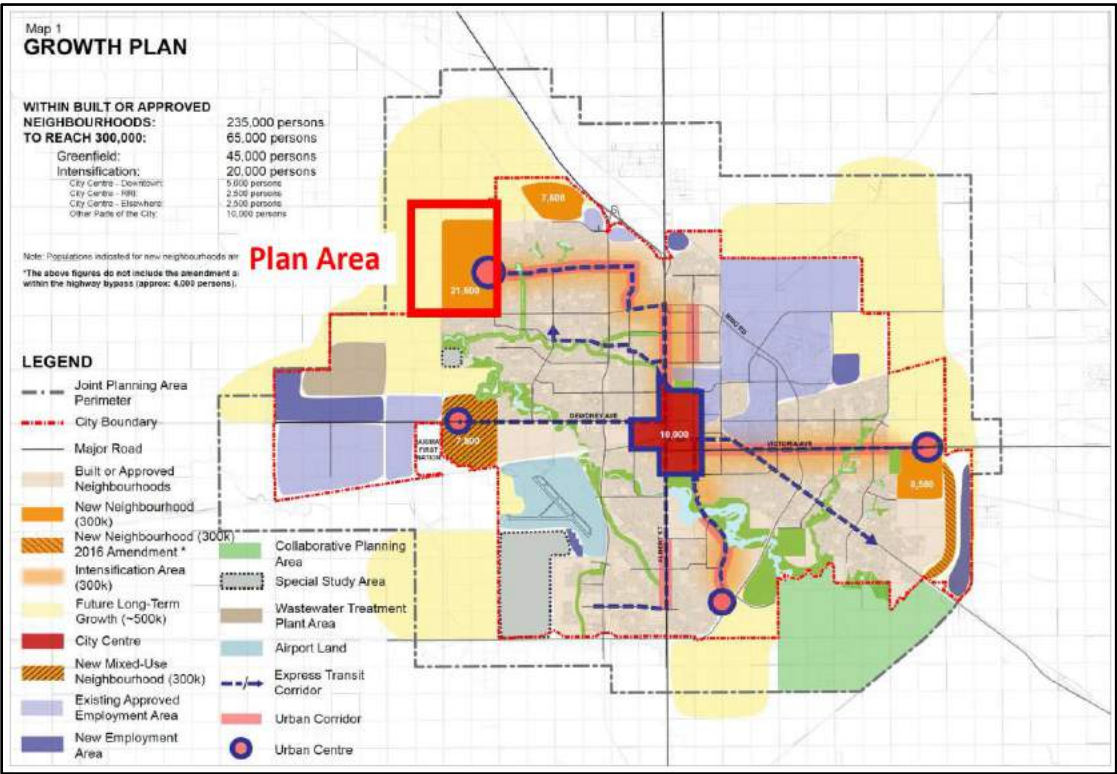
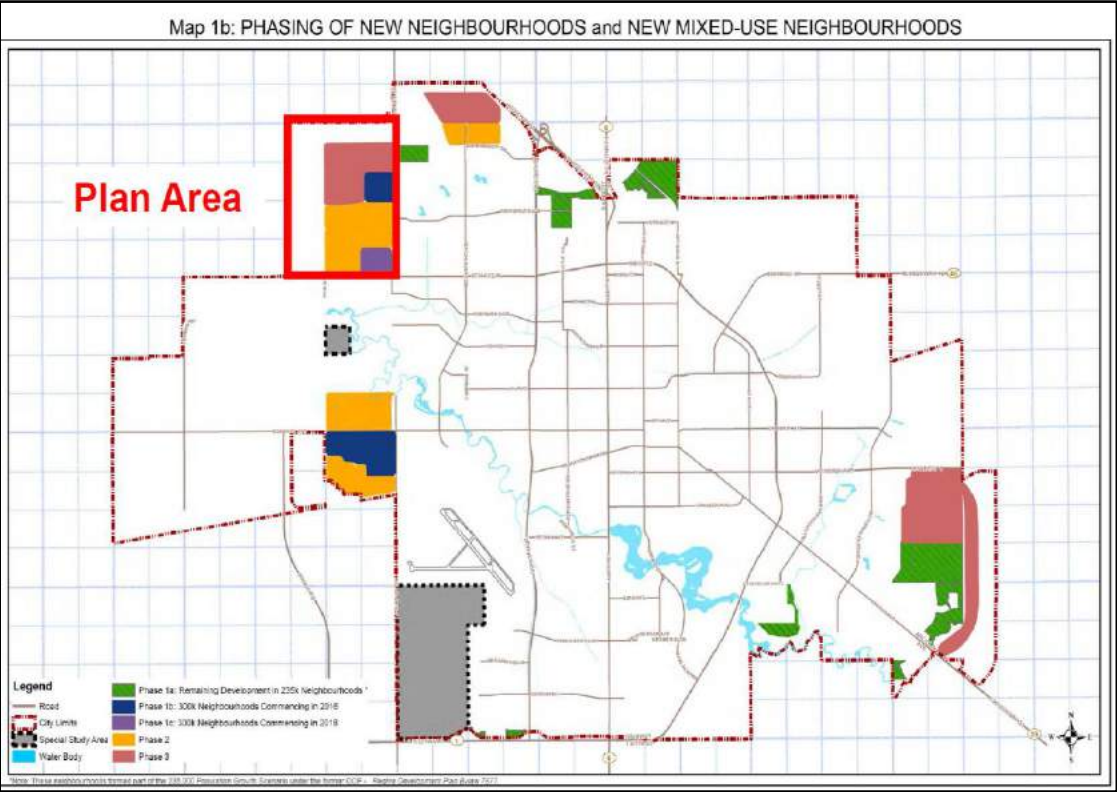


Figure 3 – OCP Phasing Plan



## **1.4. Interpretation**

### Plan Timeframe

The Coopertown Plan is future-oriented and establishes the general pattern for how the Plan Area is to be developed over an extended period of time. Considering the time frame, the Plan policies and maps will generally be oriented towards the “New Neighbourhood” areas intended to accommodate part of the city’s 300,000 population (Figure 2). It is also expected that the land-use and servicing strategies may be subject to revisions over-time.

### Map Interpretation

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or land-use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way. The precise location of land-use boundaries will be determined by the City at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this Plan shall not be required.

### Policy Interpretation

In the interpretation of the policies within this Plan, the word:

- “Shall” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc..
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

### Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land-uses that may require interpretation. Within this Plan, when specific land-uses are mentioned, please refer to the City’s OCP – Part A and/or Zoning Bylaw for further clarification. While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land-uses shall be further delineated at the concept plan and rezoning stages.

## **2. SITE CONTEXT**

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### **2.1. Topography**

The Plan Area's predevelopment character may be described as: relatively flat with an elevation range of 573 to 580 metres above sea level; consisting primarily of cultivated farmland (Canada Land Inventory "Class Two" [moderately high]) with scattered historical farm dwellings; having a surface drainage pattern from east to west, across the Plan Area, draining to Wascana Creek.

A geotechnical investigation was undertaken in June 2011, which covered part of the Plan Area. This report concluded that these lands were considered to be generally suitable for residential development. Further geotechnical investigation will be undertaken in coordination with phased developments within the Plan Area and will accompany concept plan submissions.

### **2.2. Environment**

The site is located in the 'Low Sensitivity' zone for aquifer protection as per the *City of Regina Zoning Bylaw No. 9250*. Although some development restrictions apply, the site is generally suitable for residential and commercial development from an aquifer sensitivity perspective.

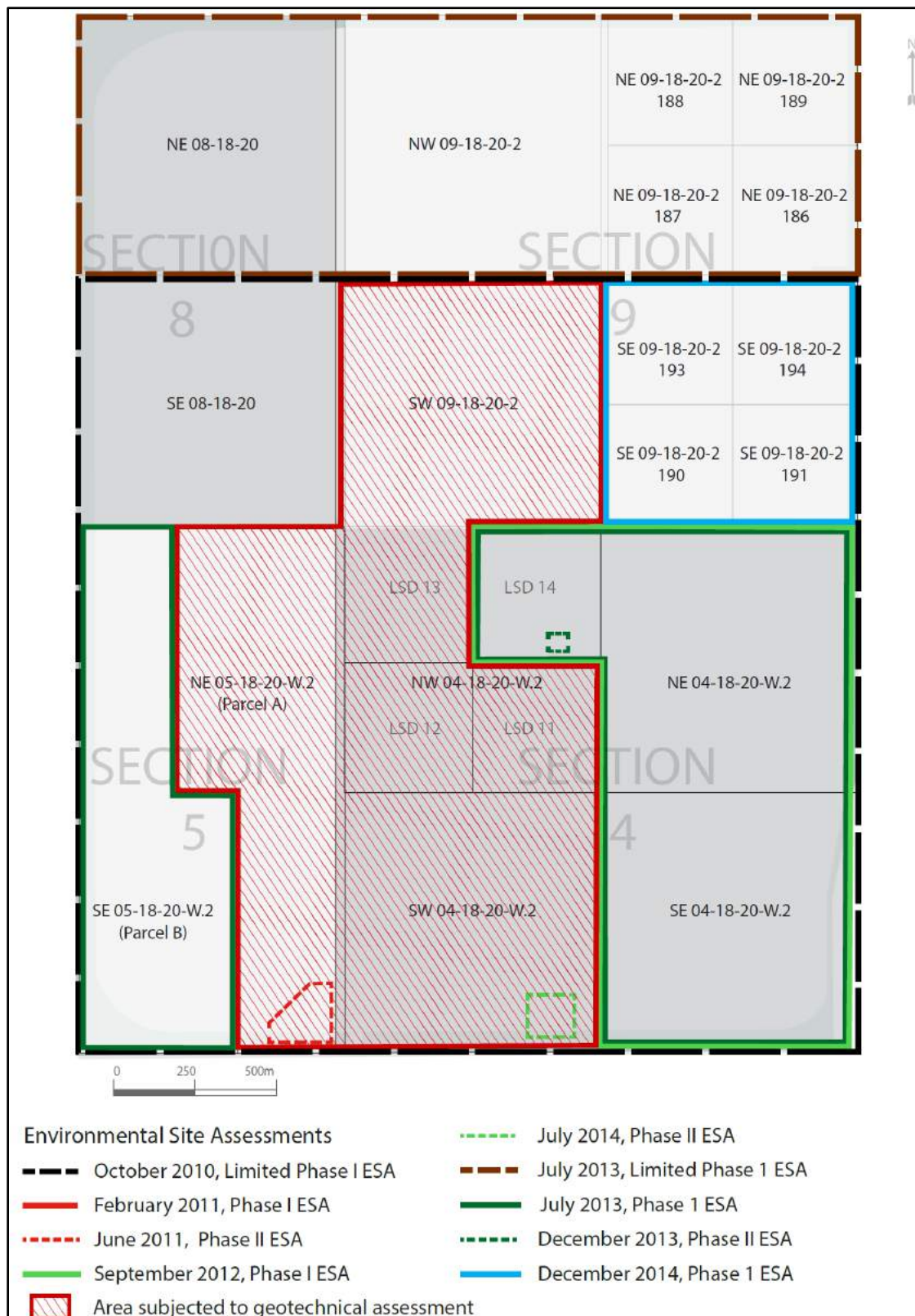
According to a search on the Saskatchewan Conservation Database, there are no noted species at risk or concern within the Plan Area. Further, there are no lands classified as environmentally sensitive within the site, as the lands have been subject to extensive agricultural cultivation over a prolonged period; however, there are pockets of mature vegetation and tree stands associated with former farm homes. Further assessment of wetland protection potential and the value of the existing tree stands may be required at concept plan stage.

A series of environmental site assessments (ESA) have been completed for the Plan Area to identify areas of environmental concern (e.g. contamination). A summary of completed ESAs and their findings and recommendations is outlined in Figure 4 and Table 1. As a result of Phase I ESA investigations, more detailed Phase II studies were undertaken for specific areas. There are no outstanding environmental concerns at this time, as per the additional Phase II ESA work; however, further investigation of Limited Phase I ESA areas will need to be undertaken.

### **2.3. Heritage Resources**

Three of the site's quarter-sections lie within Heritage Sensitivity overlay zones: NE-5-18-20-W2, SE-5-18-20-W2 and SW-9-18-20-W2. There are no listed heritage buildings on these sites, and the Heritage Conservation Branch of the Government of Saskatchewan has indicated that there are no known archaeological sites in direct conflict with the proposed development. The Heritage Conservation Branch has indicated, therefore, that they have no concerns with the development proceeding as planned and that a Heritage Resource Impact Assessment is not required.

**Figure 4 – Environmental Assessment Summary**





**Table 1 – Environmental Assessment Summary**

Date	Report	Location	Findings and Recommendations
<b>Oct 2010</b>	Limited Phase I ESA	NW Regina Lands Section 4-18-20-W2M, NE and SE Section 5-18-20-W2M, SE Section 8-18-20-W2M and SW and SE Section 9-18-20-W2M.	Potential soil and/or groundwater hydrocarbon contamination from oil and gas transmission lines and past petroleum activity.
<b>Feb 2011</b>	Phase I ESA	Wellman Estates LSD 11, 12 and 13 Section 4-18-20-W2M, SW 4-18-20-W2M, SW 9-18-20-W2M and Parcel A of Plan No. 89R66653 in Section 5-18-20-W2M	Recommendation to remove sludge and collect groundwater samples during decommissioning of septic disposal system, and to inspect machinery storage building sites for surface staining prior to development.  Phase II investigation required for potential soil and/or groundwater contamination from two former above-ground fuel storage tanks
<b>Jun 2011</b>	Phase II ESA	Wellman Estates Parcel A of Section 5-18-20-W2M	Fuel storage sites investigated. No additional investigation or remedial activity required.
<b>Sep 2012</b>	Phase I ESA	SE4-18-20-W2 EXT 4, NE-4-18-20-W2 EXT 1 and LSD 14-4-18-20-W2 EXT 82	Phase II investigation will be required to determine impacts of former fuel storage tanks (potential for hydrocarbon contamination), and impacts of debris in dugout located on the site
<b>Jul 2013</b>	Full and Limited Phase I ESA	Portions of Sections 4, 5, 8 & 9-18-20-W2M	Phase II investigation required for a dugout containing debris which may have impacted soil and surface water.
<b>Dec 2013</b>	Phase II ESA	LSD 14, NW ¼, Sec 4, Twp 18, Rge 20, W2M	No surface water present and no soil impacts associated with the debris.  Removal of debris from dugout recommended with no further investigation required.
<b>Jul 2014</b>	Phase II ESA	SE-4-18-20-W2 EXT 4	No evidence of hydrocarbon contamination on subject property. No further investigation necessary
<b>Dec 2014</b>	Phase I ESA	SE-09-18-20-W2M	Low potential of contamination at the Subject Site and neighbouring properties.  No further investigation to quantitatively assess for contamination at the Subject Site is recommended.

## **2.4. Existing Development**

The majority of the Plan Area is comprised of cultivated farmland. Associated with the agricultural use, are several farmstead sites that are no longer occupied, but that still contain former dwellings, out buildings and stands of mature vegetation. Through the concept plan process, the merit of retaining and incorporating existing farmstead vegetation should be considered. As noted in Figure 4 and Table 1, some of these farmsteads were subject to environmental investigation to determine the existence of potential contamination, and other risks; however, no significant issues requiring remediation were identified.

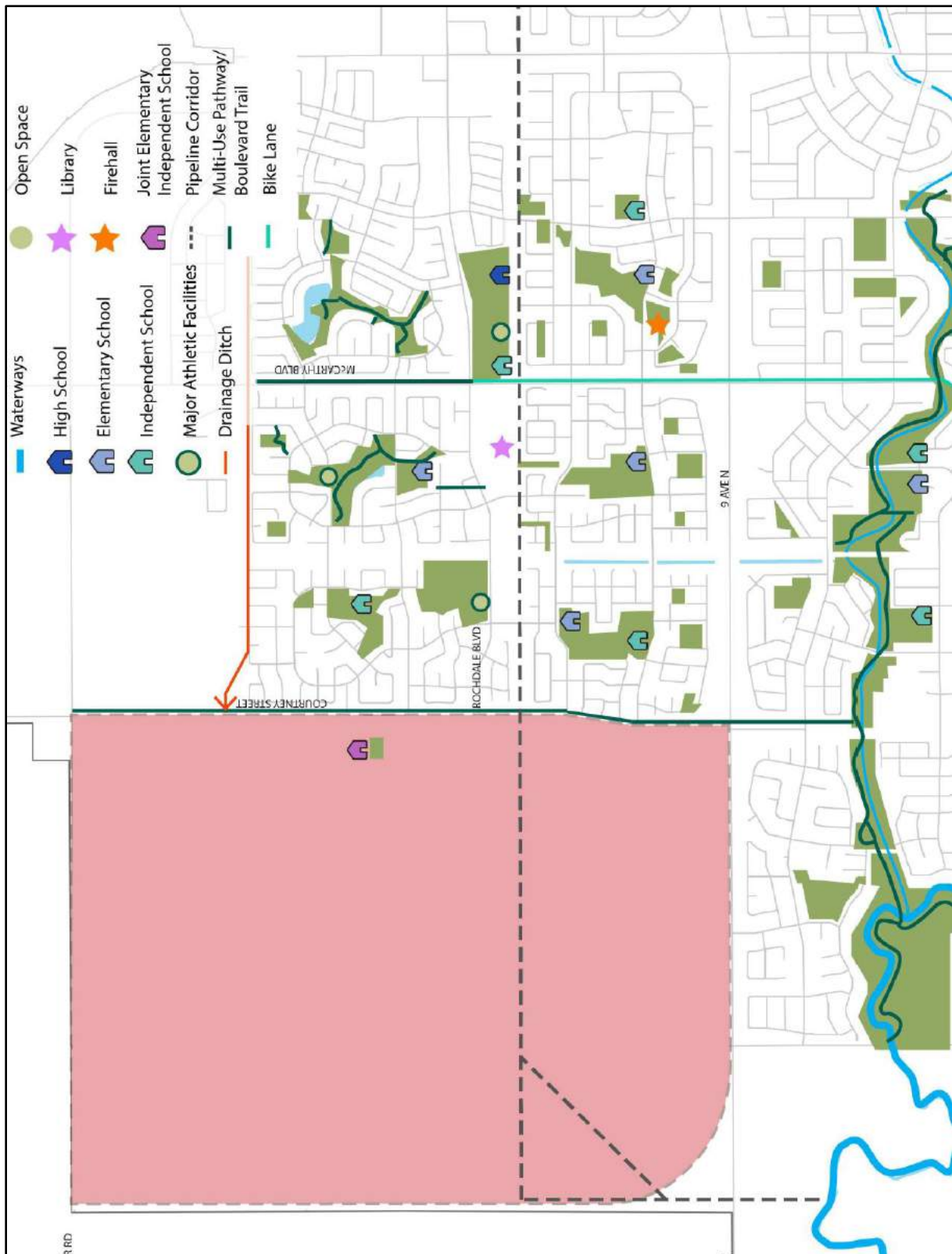
At the time this Plan was adopted, active built features within the Plan Area included: a church (Rosewood Park Alliance Church), a joint-use school (Plainsview School and Saint Nicholas), a City owned waste water facility (Mapleridge Lift Station) and four residential acreages. These developments are primarily located in the north part of the Plan Area (Figure 6).

## **2.5. Civic Uses and Amenities**

As shown on Figure 5, there are a number of existing parks, schools, recreation facilities and other civic uses in close proximity to the Plan Area. Major nearby facilities include:

- A zone level park, which is located approximately 1 km away, in the Lakewood neighbourhood.
- The Northwest Leisure Centre located in the neighbourhood of Rochdale Park, as well as the Lakeridge Sports Park located in the Gardenridge neighbourhood.
- Fire Station #6 located at 303 Rink Avenue, which is the nearest to the Plan Area;
- The Michael A. Riffel and Winston Knoll Collegiate high schools, which are located approximately 2 km away, in the Garden Ridge neighbourhood.
- The North Storm Channel Pathway network, which is located approximately 600 metres to the south of the Plan Area, as well as the North West Link Multi-use Pathway, which is located adjacent to Courtney Street.

Figure 5 – Existing Civic Uses & Amenities



## **2.6. Existing Utilities**

### **2.6.1. Hydrocarbon Pipeline**

A hydrocarbon pipeline corridor traverses the Plan Area from east to west (Figure 6). An analysis of potential risks associated with these pipelines was undertaken in 2012. This risk analysis assessed potential annual individual fatality risks from pipelines, based on a major incident, using the individual risk intensity (IRI) measure based on the Major Industrial Accident Council of Canada (MIACC) thresholds utilized by the City of Regina.

A '1 in 1 million' ( $10^{-6}$ ) risk is the assumed risk threshold. A corresponding area, associated with this risk threshold, has been mapped and superimposed on the Plan Area. This area includes a 120 metre buffer on either side of the South Saskatchewan Pipeline (east corridor), a 60 metre buffer on either side of the South Saskatchewan Pipeline (southwest corridor) and a 10 metre buffer on either side of the IPL (west corridor). The  $10^{-6}$  risk contour line and measurements are shown in Figure 6. All pipeline buffers are measured from the edge of the legal easement.

Residential development must be limited to low and medium density, ground-oriented housing within the 1 in 1 million risk contour zone and public assembly or institutional uses are to be avoided in close proximity to the pipelines. In the event that the usage or conditions of the pipeline facilities are subject to change, the City may require new risk assessments.

### **2.6.2. Telecommunication**

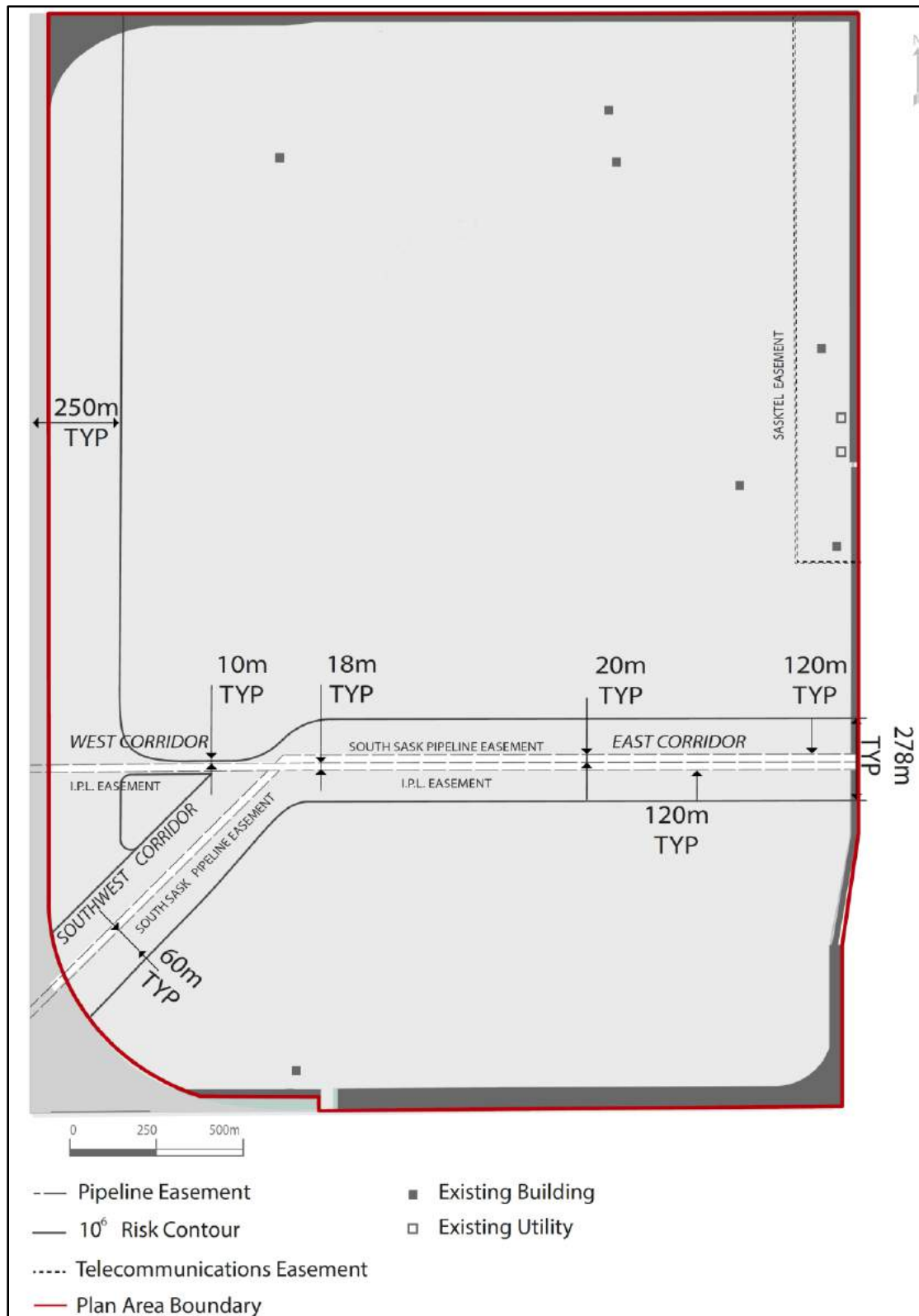
There is a 5-metre wide easement for a Saskatchewan Telecommunications (SaskTel) buried telecommunication cable in the northeast of the Plan Area, and there is a SaskTel communication tower located adjacent to Courtney Street, 150 metres north of the Mapleford Gate intersection.

### **2.6.3. Storm Water Facilities**

Existing storm water facilities in the Plan Area include a detention pond and a natural drainage course. The detention pond is located on the west side Courtney Street, at approximately Dalglish Drive, and accommodates surface stormwater runoff from Courtney Street and east of Courtney Street. During major rain fall events, this pond will spill over into the Plan Area.

The drainage course is located approximately 950m north of Whelan Drive and runs, generally, from east to west across the Plan Area. This drainage course drains the existing agricultural land, as well as an area of land east of Courtney Street, and channels the water in a westward direction, into the RM of Sherwood, before eventually intercepting with Wascana Creek. The intent of this Plan is to divert storm water runoff into the proposed new drainage channel, which will render this natural drainage course as unnecessary in terms of accommodating storm water.

Figure 6 – Setbacks & Features





### 3. VISION & CONCEPT

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#### 3.1. Vision

As a *complete community*, the community is comprised of neighbourhoods that are diverse, distinct, compact and walkable. All neighbourhoods are interconnected through a network of streets, pathways and open space that support walking, cycling and driving. The community is further enhanced through an array of schools, parks, recreation facilities and shopping hubs.

#### 3.2. Concept

The Coopertown Plan supports a community reflecting the following design elements:

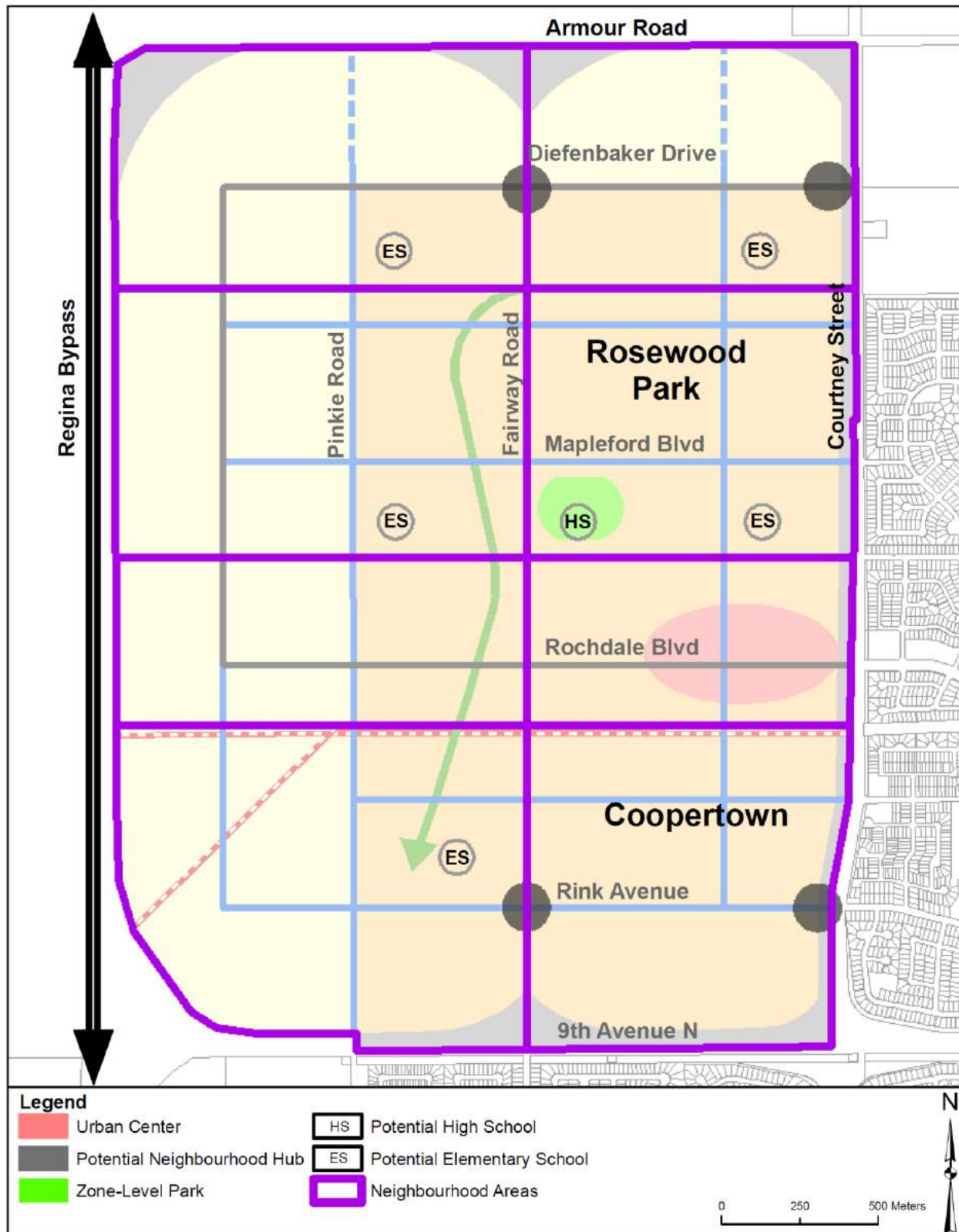
- Neighbourhoods that support a diversity of residential options, centred around a focal area that includes park space, schools and local commercial opportunities.
- An “Urban Centre” that serves as a major shopping and social destination, with a broad mix of uses, and that caters to a customer base equating to the northwest part of the city.
- A “Neighbourhood Hub(s)” that serves as a shopping destination for daily needs and conveniences and that caters to a customer base equating to adjacent neighbourhoods.
- A transportation system that includes multi-modal travel options, including active transportation and transit networks, and that supports a high level of pedestrian mobility through an interconnected, permeable, grid of streets, blocks.
- An open space system that includes an array of recreation opportunities, including a centrally located zone-level park, linked through a multi-use pathway systems.

#### 3.3. Population

**Table 2 – Population (Minimum)**

	<b>New Neighbourhood Area (300K) <sup>1</sup></b>	<b>Future Long-Term Growth Area (500K) <sup>1</sup></b>	<b>Total</b>
<b>Total Land Area</b>	435 ha	309 ha	744 ha
<b>Pipeline Corridor</b>	6 ha	3 ha	9 ha
<b>Gross Developable Residential Area <sup>2</sup></b>	429 ha	306 ha	735 ha
<b>Min Population <sup>3</sup></b>	21,450	15,300	<b>36,750</b>
<sup>1</sup> See Figure 8			
<sup>2</sup> GDRA is arrived at by subtracting the Pipeline Corridor area from the Total Land Area			
<sup>3</sup> Minimum population is based on the minimum density requirement of 50 people per hectare of GDRA			

Figure 7 – Neighbourhood Areas



## 4. LAND-USE STRATEGY

### 4.1. Overview

The purpose of this section is to provide an overview of, and policies for directing, the future land-use and design concept for the Plan Area. The Land-Use Plan (Figure 8) shows the general distribution of land-uses and major open space and roadway features; the Land-Use Allocation table (Table 3) outlines the amount of land allocated for each land-use type.

The Land-Use Plan is the key guiding instrument for illustrating and directing the land-use composition of the Plan Area over time; however, the location of various land-use categories shown is approximate and conceptual. Concept plans must be in general conformity with the Land-Use plan and will specify the precise location of land-use categories.

**Table 3 – Land Use Allocation**

	New Neighbourhood Area (300K)		Future Long-Term Growth Area (500K)		Total	
LAND USE	Hectares	% of Total	Hectares	% of Total	Hectares	% of Total
Development Area <sup>1</sup>	335.46	77.12%	278.06	89.99%	613.52	82.46%
Zone Level Park <sup>2</sup>	10.00	2.30%	N/A	N/A	10.00	1.34%
Drainage Channel <sup>3</sup>	20.00	4.60%	N/A	N/A	20.00	2.69%
Pipeline Corridor	6.00	1.38%	3.00	0.97%	9.00	1.21%
Major Roadways <sup>4</sup>	39.54	9.09%	11.94	3.86%	51.48	6.92%
Road Widening & Interchange Areas	24.00	5.52%	16.00	5.18%	40.00	5.38%
<b>Total</b>	<b>435.00</b>	<b>100.00%</b>	<b>309.00</b>	<b>100.00%</b>	<b>744.00</b>	<b>100.00%</b>
<sup>1</sup> Includes, where applicable: neighbourhood-level parks, streets and lanes, urban centre, neighbourhood hubs						
<sup>2</sup> Assumed land area: 10 ha (however, could range from 10-15 ha)						
<sup>3</sup> Assumed land area: 20 ha (however, estimate only - actual area subject to detailed design)						
<sup>4</sup> Assumed width, arterials: 30m; collectors: 22m						

Figure 8 – Land Use Plan



## **4.2. Neighbourhood Area**

### **4.2.1. Overview**

Lands shown, on Figure 8 (Land-Use Plan), as “Neighbourhood Area” shall be reserved for future neighbourhood areas that include a diversity of residential types, parks and open space, local commercial and appropriate civic, recreation and institutional uses. The Neighbourhood Area should be comprised of 8 new neighbourhoods that are defined and comprehensively planned through the concept plan process. Each new neighbourhood should reflect a unique “sense-of-place”; be framed around a central focal area; include a diversity of appropriate land-use types and embody a high-level of interconnectivity, both internally and with adjacent neighbourhoods.

### **4.2.2. Policy**

- a) Lands identified as Neighbourhood Area, as shown on Figure 8, may include the following land-uses: residential, local commercial, parks and open space, public, civic, recreational and institutional uses.
- b) Individual neighbourhood units, as conceptually shown on Figure 7, shall:
  - i. Include a variety of housing types and densities.
  - ii. Include a neighbourhood focal area comprised of one or any of the following: park, school, local commercial node.
  - iii. Be designed in accordance with a grid or modified grid street/ block pattern.
- c) Where higher density residential development is proposed, it should be:
  - i. Located in close proximity to transit facilities and amenities (e.g. local commercial, urban centre, neighbourhood hubs).
  - ii. Strategically located to frame important intersections and focal areas.
  - iii. Separated from low density residential development through an interface transition, such as medium density residential development, open space, etc.
- d) Where residential is developed adjacent to an arterial or collector roadway:
  - i. The residential lots should front on to the roadway, where the road is designed to function as a multi-modal corridor with landscaped buffers/ sidewalks.
  - ii. Direct access to the roadway, from the lot, should be generally prohibited.
- e) Where local commercial is proposed, it should be:
  - i. Clustered and form part of the neighbourhood hub or focal area or be oriented adjacent to a strategic roadway intersection.
  - ii. Be framed by higher density residential development.
  - iii. Allow for such uses as: convenience stores, restaurants, cafes, small-scale office, local service, and other similar uses, as per Zoning Bylaw.
- f) Institutional and residential development, excepting low and medium density ground-oriented residential development, shall be prohibited from locating within the pipeline and Regina Bypass setback areas ( $10^{-6}$  risk contour areas), as shown on Figure 6.



- g) Notwithstanding Policy 4.2.2(f), should the use or intensity of use of the pipeline corridor change, the City may require that a risk assessment be undertaken to support a rezoning or concept plan application and that the setbacks correspond to the risk assessment.
- h) The setback distances for proposed new development adjacent to the Regina Bypass shall be in accordance with the requirements of the City and the Government of Saskatchewan.

## **4.3. Centre and Hubs**

### **4.3.1. Overview**

The Coopertown Plan supports a spectrum of commercial nodes intended to accommodate a range of shopping and lifestyle needs. The Urban Centre, which is located along Rochdale Boulevard, is intended to support a broad spectrum of shopping and lifestyle needs, which cater to a city-wide population. The Neighbourhood Hubs are intended to support shopping and lifestyle needs that cater to the residents of the surrounding neighbourhoods. Local commercial is addressed through Section 4.2 of this Plan and is intended to provide everyday shopping needs, within a walking distance, for the neighbourhood that it is located. In all contexts, residential is also supported to ensure that these nodes are vibrant, walkable, mixed-use environments.

### **4.3.2. Urban Centre Policy**

- a) Lands identified as Urban Centre, as shown on Figure 8, may include the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- b) Residential development adjacent, or in close proximity to, Rochdale Boulevard, within the Urban Centre, shall be limited to high and medium density development.
- c) The City may consider the development of a park (City owned) within the Urban Centre; however, only where it can be demonstrated that:
  - i. There is a long-term, viable solution for keeping the park programmed and activated.
  - ii. The priority recreation and open space needs for the Plan Area can still be met.
  - iii. The park will be framed by high density residential or vertical mixed-use buildings (direct frontage or street separated).

### **4.3.3. Neighbourhood Hub Policy**

- d) Only two Neighbourhood Hubs shall be permitted in the Plan Area (one in north and one in south), in accordance with the location options shown on Figure 8.
- e) Neighbourhood Hubs shall be limited to the following land-uses: commercial, office, residential, mixed-use buildings, public, civic, recreational and institutional.
- f) Notwithstanding Policy 4.3.3(e), large-format retail is prohibited, excepting grocery stores.
- g) The size and scale of a Neighbourhood Hub should not exceed what is necessary to accommodate the shopping needs of immediately adjacent neighbourhoods.

## 4.4. Open Space

### 4.4.1. Overview

The Plan Area will include an array of park and open space features, which are interconnected through an active transportation (walking and cycling) network. Parks will be strategically located to serve population catchment areas; to act as neighbourhood focal points and to synergize with compatible land-uses. The location, size and function of parks will be determined through the concept plan process and will be in accordance with all applicable policies and standards.

Neighbourhood-level parks will provide space for multipurpose sport fields, as well as complementary unscheduled recreation activities, such as playgrounds, sport courts, and general lawn-based recreation, etc. As an integral component of all Coopertown neighbourhoods, neighbourhood-level parks will be centrally located and highly visible and accessible.

In addition to neighbourhood-level parks, it is anticipated that the Plan Area will include specialized park space, including a zone-level park, dog park(s) and the potential for an “urban plaza” style park. The zone-level park will be a major feature within the Plan Area and will provide space for multiple multi-purpose sports fields, as well as sports courts, skating areas and a skateboard facility. As the zone-level park is a major feature of significant size, it may be necessary to allocate municipal reserve land from other Coopertown neighbourhoods as a means of acquiring the requisite amount of land.

**Table 4 – Municipal Reserve Requirements**

Municipal Reserve (MR) Dedication Summary			
	New Neighbourhood Area (300K)	Future Long-Term Growth Area (500K)	Total
<b>Total Area</b>	435 ha	309 ha	744 ha
<b>Deductible Lands <sup>1</sup></b>	26 ha	3 ha	9 ha
<b>Net Area <sup>2</sup></b>	409 ha	306 ha	715 ha
<b>MR Owed <sup>3</sup></b>	40.9	30.6 ha	71.5 ha
<sup>1</sup> Lands exempt from MR dedication: Pipeline Corridor; Drainage Channel			
<sup>2</sup> Total lands subject to MR dedication (approximate estimate only)			
<sup>3</sup> 10% of lands subject to MR dedication, as per <i>Planning and Development Act</i> . Note:			
<ul style="list-style-type: none"><li>Mixed-use area (e.g. Urban Centre and Neighbourhood Hubs) subject to 10% MR</li><li>MR dedication shall be refined through concept plan process and confirmed through subdivision process</li></ul>			

#### **4.4.2. Policy**

- a) An array of park types shall be developed within the Plan Area in accordance with this Neighbourhood Plan; an approved concept plan; all applicable policies and standards.
- b) The location, size and function of proposed open space features shall be substantially determined through the concept plan process and further reviewed and refined through the subdivision approval process.
- c) Notwithstanding Policies 4.4.2(a) and (b), new neighbourhoods shall include, as the highest priority for park planning, a park(s) supporting schools, where required; recreation facilities (e.g. multi-purpose sports fields).
- d) Through the concept plan review process, the need for a dog park shall be considered and, should the need be confirmed, the City may require that the requisite land be provided through municipal reserve dedication.
- e) A zone-level park shall be developed within the Plan Area, and this zone level park:
  - i. Shall generally be located as shown on Figure 8; however, the precise location and size shall be determined through the applicable concept plan process.
  - ii. Shall be designed and/or located in such a manner so that there are no safety concerns necessitating reduction in speed along nearby adjacent arterial roadways.
  - iii. May require that municipal reserve lands, or cash-in-lieu of municipal reserve lands, from other neighbourhoods be used to acquire the requisite amount of land needed to accommodate the zone level park.
- f) The area shown conceptually on Figure 8 as “Pipeline Corridor” shall not constitute municipal reserve, environmental reserve or municipal utility parcel; however, the City may accept ownership of this area where:
  - i. The landowner agrees to voluntarily transfer the land to City ownership.
  - ii. It is demonstrated how the corridor can serve as a landscaped recreation facility.
  - iii. The landowner, prior to transferring land to City ownership, agrees to construct amenities and/ or landscaping in accordance with a City approved landscaping plan.
- g) Through the applicable concept plan process, where applicable, existing tree stands, associated with former farmyard/ dwelling sites, should be assessed for their value as a community amenity, and their retention considered.
- h) The City will only allow storm water to be detained within park space where it can be demonstrated, through a storm water facility impact study submitted prior to subdivision approval, that the storm water detention will not negatively affect the primary function of the park as a highly accessible, visible and active recreation space.
- i) All neighbourhood-level parks should be bound by streets, other forms of public or quasi-public space on all sides.

- i) A landscaped buffer should be established along, and abutting, all peripheral roadways of the Plan Area that abut a proposed residential subdivision in accordance with:
  - i. The City's Subdivision Bylaw (Bylaw No. 7748, or as amended), or
  - ii. A solution, satisfactory to the City, which results in the establishment of an interface that includes tree and shrub plantings sufficient to provide a visual screen between the roadway and adjacent properties.



## **4.5. Civic and Institutional Uses**

### **4.5.1. Overview**

Civic and institutional uses include schools, libraries, emergency services facilities, medical clinics, etc., and are important components of complete communities. The need for civic and institutional uses shall generally be determined through the concept plan review process. As important components of the community, the location of civic and institutional uses should ensure that they are easy to get to, from the perspective of walking, cycling, driving and transit; synergize with other compatible land-uses and contribute, aesthetically, to the urban realm.

### **4.5.2. Policy**

- a) The need for, and location, of civic and institutional uses, such as schools, libraries, emergency services station, medical clinics, etc., shall be determined through the concept plan process by consulting with the appropriate authorities.
- b) Civic and institutional uses should be located adjacent, or in close proximity, to walking, cycling, driving and transit networks, and should be clustered with other compatible land-uses, and serve as neighbourhood focal points, where appropriate and applicable.
- c) Concept plans that include a proposed school site shall also include a block and street network, adjacent to the school site, that will allow the school site to transition to an alternate land-use, should a school not be required.
- d) The location for new schools may be in accordance with the locations shown on Figure 8; however, other locations may be considered without an amendment to this Plan being required.
- e) Institutional land-use shall be prohibited from locating within the Regina Bypass and pipeline setback areas ( $10^{-6}$  risk contour areas), as identified on Figure 6.
- f) Schools sites shall not be located directly adjacent to arterial roadways

## **5. SERVICING STRATEGY**

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### **5.1. Mobility**

#### **5.1.1. Overview**

The objective of the transportation section of this Plan is to ensure that there are multiple options for walking, driving, cycling and transit throughout the Plan Area, which, are safe, efficient and contribute aesthetically to the built realm. The Plan Area will consist of one primary north-south arterial road (Fairway Road) and a grid of collector and local roads. The roadway system will include sidewalks, and further options for pedestrians and cyclists will be provided for through multi-use pathways, which will be included in some collector and arterial roadways.

The Plan Area is flanked by road right-of-way on three sides that are, or will become, major, high capacity transportation routes. The Regina Bypass, which flanks the west side of the Plan Area, is scheduled for completion in 2019, and will form part of the Provincial highway system. 9<sup>th</sup> Avenue North, which flanks the south boundary, will form part of the City's "Ring Road", as an expressway or freeway, connecting to the Regina Bypass. As an expressway or freeway, connections to 9<sup>th</sup> Avenue North will be limited. Courtney Street, which flanks the east side of the Plan Area, is identified as a future arterial road and will be upgraded in the near-term. Determining the function of Armour Road will be deferred until its upgrade is triggered by future phasing.

### 5.1.2. Policy

- a) The location of major transportation infrastructure (e.g. collector and arterial roadways roadways) shall be in general accordance with Figure 9 of this Plan.
- b) The location of active transportation infrastructure (e.g. pathways, trails and bike lanes) shall be in general accordance with Figure 10 of this Plan; however, the City may allow for additional routes without an amendment to this Plan being required.
- c) Intersection/interchange points along 9<sup>th</sup> Avenue North shall, where appropriate, accommodate the crossing of pedestrians and cyclists.
- d) Segments of Courtney Street abutting a development phase, as shown on Figure 14, shall be upgraded to an arterial roadway, in accordance with a right-of-way width and design approved by the City, as part of the corresponding development phase build-out.
- e) Where a development area that is subject to concept plan review abuts Courtney Street, the adjacent segment of Courtney Street shall be included in the concept plan area.
- f) Notwithstanding Policies 5.1.2(d) and 5.1.2(e), where warranted by a transportation impact analysis, the City may require a developer to upgrade portions of Courtney Street beyond the boundaries a particular development phase or concept plan area.
- g) Where a proposed development area that is subject to concept plan review abuts an existing roadway, which will require upgrades (e.g. R.O.W expansion or new interchange), the City will withhold concept plan approval until the land dedication requirements, to accommodate the upgrades, is identified.
- h) Where a concept plan is required, a transportation impact analysis shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Identifies the location of public networks and facilities associated with vehicular, transit, pedestrian and cycling mobility.
  - ii. Provides a detailed analysis of the internal road network, including the right-of-way width and cross section design for each proposed street classification.
  - iii. Demonstrates how the proposed transportation networks will function within the concept plan area including the identification of intersection control and geometric requirements at all major intersections.
  - iv. Considers the impact of traffic originating from external locations, as determined by the City.
  - v. Identifies land requirements, where applicable, to accommodate the expansion or construction of peripheral roadways and interchanges, etc.
- i) As a prerequisite for Phase 2 concept plan approval, as shown on Figure 14, a transportation impact analysis for the Coopertown Plan Area shall be prepared.

### **Intersections**

- j) At such time as required by the City, the following intersections shall transition from their current function and design to interchanges:
  - i. Courtney Street - 9<sup>th</sup> Avenue North (full grade-separated interchange).
  - ii. Fairway Road - 9<sup>th</sup> Avenue North (partial grade-separated interchange).
- k) Prior to the Regina Bypass – 9<sup>th</sup> Avenue North (Ring Road) interchange becoming open and operational, the Pinkie Road - 9<sup>th</sup> Avenue North intersection shall be limited to “right-in, right-out” turning movements only.
- l) Notwithstanding Policy 5.1.2(k):
  - i. The transition of the Pinkie Road - 9<sup>th</sup> Avenue North intersection to limited “right-in, right-out” turning movements only may occur incrementally, with left turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic allowing to continue until such time as traffic conditions warrant closure of this left turn movement, as determined by the Government of Saskatchewan.
  - ii. At such time as the Fairway Road - 9<sup>th</sup> Avenue North interchange is open and operational, right turns onto Pinkie Road from 9<sup>th</sup> Avenue North westbound traffic will be closed.
- m) A connection from the Plan Area to the Regina Bypass shall be established in the location conceptually shown on Figure 9, with the proviso that:
  - i. Approval of the exact connection location and design is obtained from the Government of Saskatchewan.
  - ii. At-grade turning movements be limited to “right-in, right-out” only.
- n) Land shall be reserved for interchanges at Regina Bypass – Armour Road; Armour Road – Fairway Road and Armour Road – Courtney Street.
- o) Notwithstanding Policy 5.1.2(n), should the City determine that interchanges will not be constructed at Armour Road – Fairway Road or Armour Road – Courtney Street, the land may be developed in accordance with this Plan.
- p) At such time as an interchange is constructed at Regina Bypass - Armour Road, turning movements at Pinkie Road – Armour Road intersection will be restricted, as required by the Government of Saskatchewan.

Figure 9 – Road Network Plan

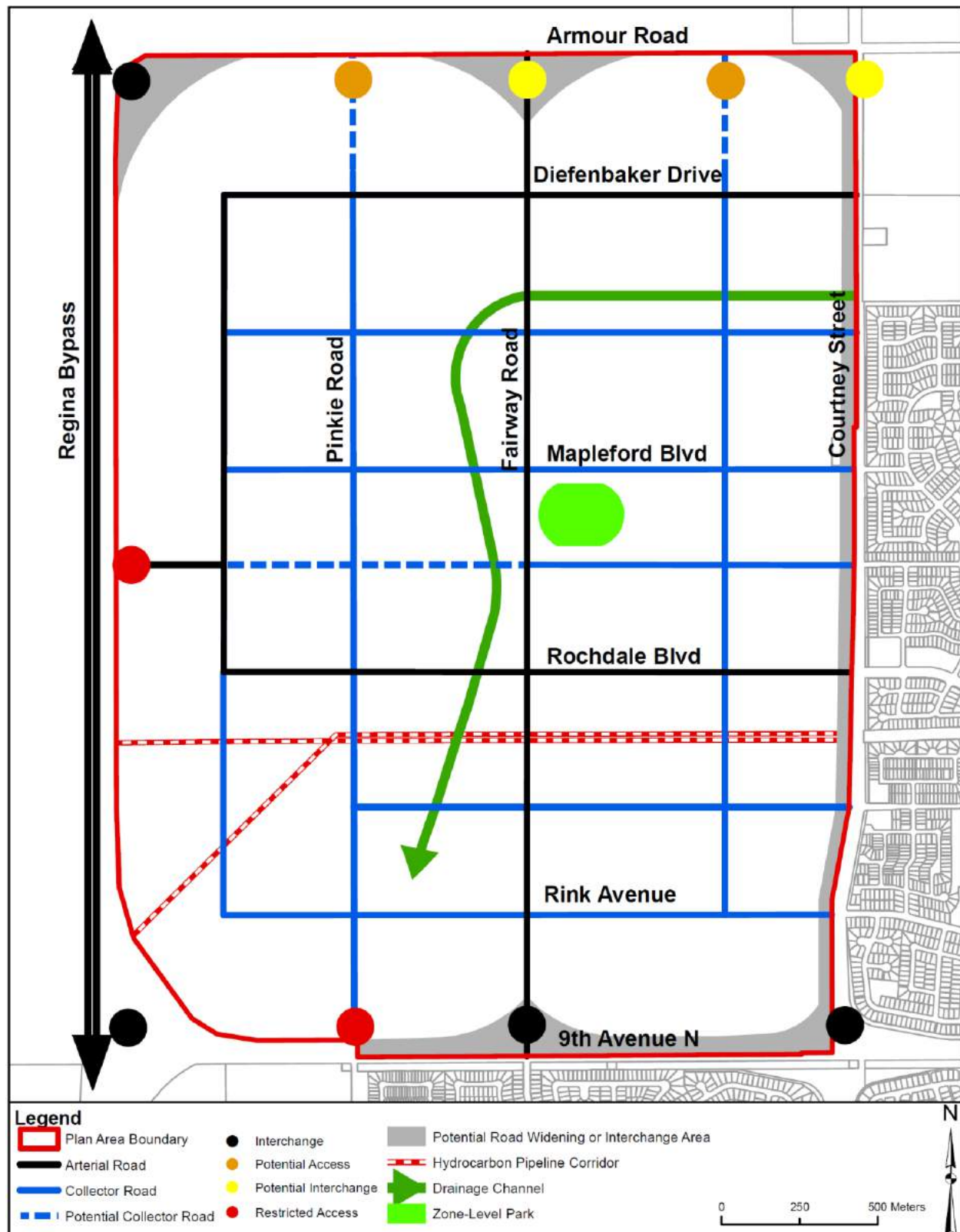
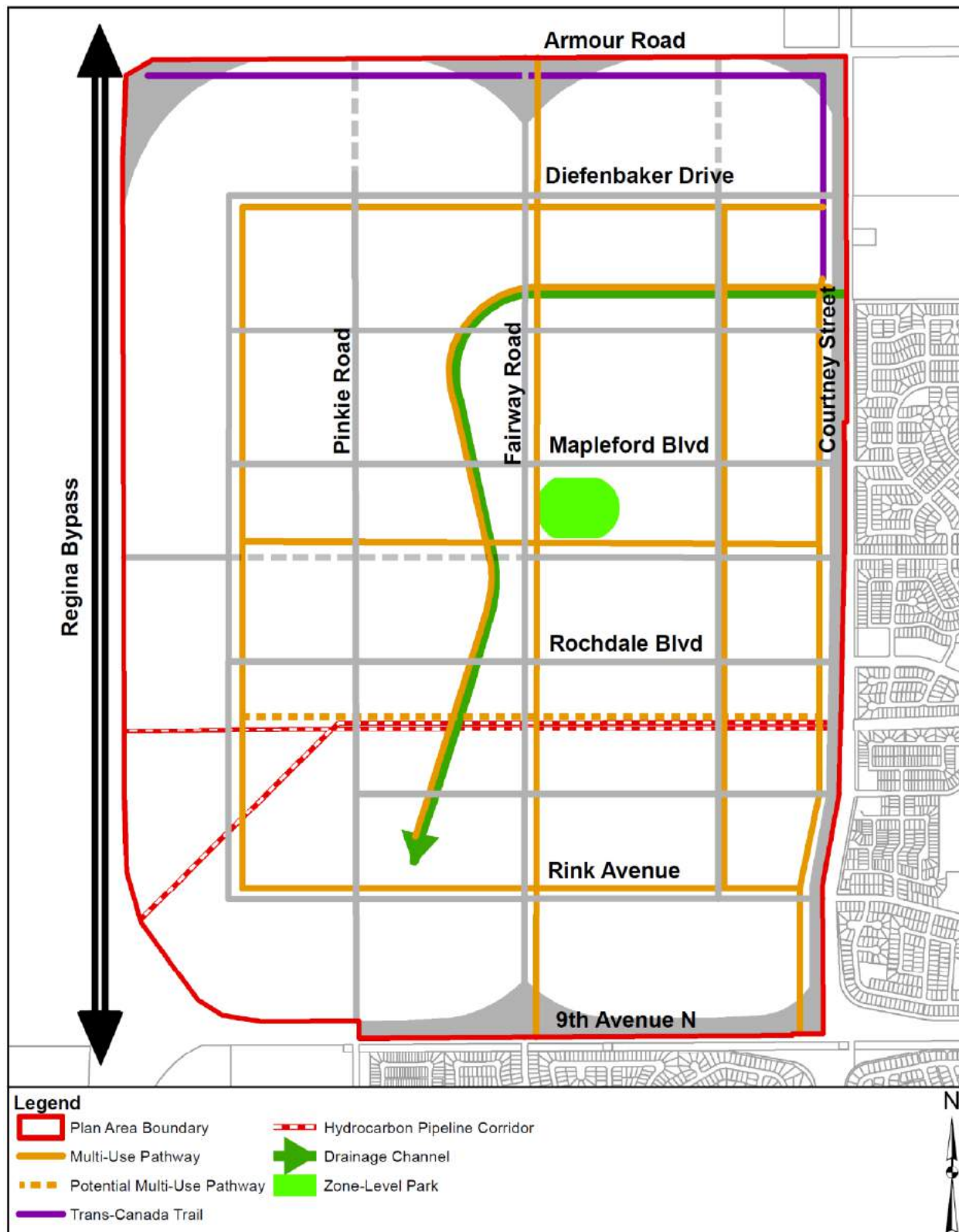




Figure 10 – Active Transportation Plan



## **5.2. Water Servicing**

### **5.2.1. Overview**

The Plan Area straddles two water pressure zones: the “Primary Pressure Zone”, which supplies the majority of the city, and the “North Pressure Zone”, which supplies water to the north (Figure 11). Through a water servicing analysis, which was undertaken in support of this Plan, the following major findings, relating to the provision of water servicing, have been identified:

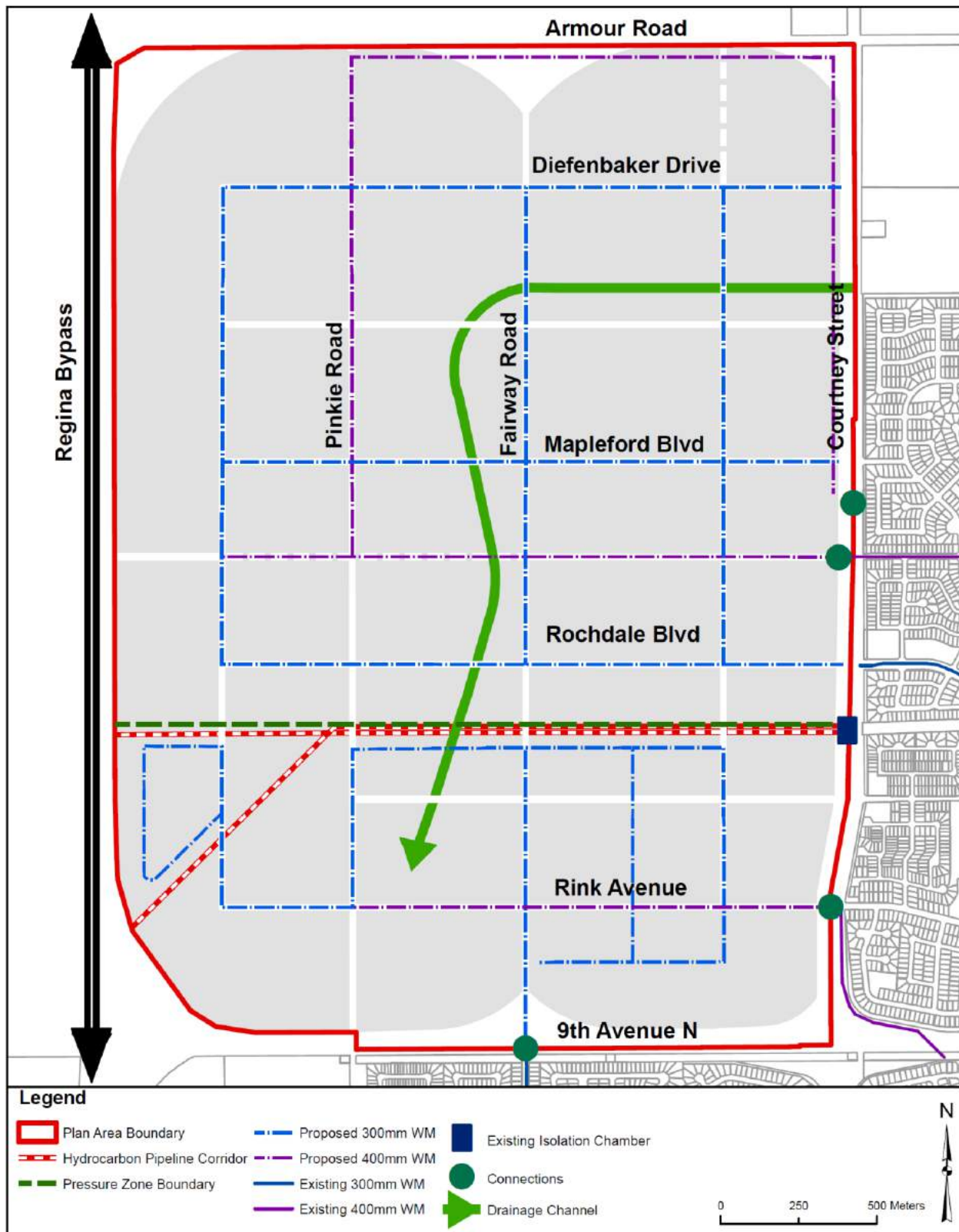
- The North Pressure Zone has capacity to accommodate additional development.
- The Primary Pressure Zone is operating at capacity; any additional development within the Primary Pressure Zone will result in a diminishing level-of-service (e.g. water pressure and fire flow) for existing neighbourhoods – especially neighbourhoods in the southeast.
- Upgrades to the city-wide water system will be required to realize the full build-out of the Coopertown Plan Area.

Further analysis of water servicing will be required at the concept plan stage; this analysis must be in conformity with this Plan and any applicable city-wide water master plan.

### **5.2.2. Policy**

- a) The location and size of major water lines, as well as pressure zone boundaries, shall be in general accordance with Figure 11 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Infrastructure shall be sufficiently sized and include the appropriate stubs to accommodate adjacent development outside of the Plan area, as required by the City.
- c) Where a concept plan is required, a water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for delivering water service to the concept plan area.
  - ii. Demonstrates how the proposed water distribution network will tie in to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a water hydraulic network analysis, complete with the establishment of system demands and network routing, for the concept plan area, as well as for each development stage, where applicable.
  - iv. Demonstrates implications for city-wide water system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide water systems.
- d) Where the City has a finalized city-wide water master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide water master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a water servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide water master plan.

Figure 11 – Water Servicing Plan



## **5.3. Wastewater Servicing**

### **5.3.1. Overview**

City-wide wastewater analysis indicates that the collection system, accommodating the neighbourhoods east and south of the Plan Area, as well as the city-wide system generally, would operate at capacity or near capacity during a design storm event. Facilities that are experiencing capacity limitations include: Westhill Lift Station (WHLS); Mapleridge Lift Station (MRLS); Northwest Trunk and the McCarthy Boulevard Pumping Station (MBPS), which is the main collection point for all wastewater flows prior to forcemain discharge to the wastewater treatment plant. Development of the Coopertown Plan Area would overload the existing wastewater system facilities, unless upgrades or the construction of new facilities is undertaken.

This Plan recognizes the need for one new wastewater lift/ pump station to accommodate the Coopertown Plan Area. As it is the City's preference that operation efficiency be enhanced by eliminating redundant, inefficient or aging facilities, there is potential to construct a new facility that can replace either, or both, the WHLS and the MRLS. This Plan supports, as a minimum, the decommissioning of the MRLS, as this facility has limited capacity and would require substantial upgrades in order to accommodate additional development and to meet design standards.

There are multiple options respecting the location of, and the catchment area for, the proposed new wastewater lift/ pump station. Through the preparation of a city-wide wastewater master plan, which will be completed in 2018, information will be available regarding catchment area options and implications for existing facilities. The new wastewater lift/ pump station will need to be designed to accommodate, initially, or through expansion opportunities, the MRLS catchment area, at a minimum. This facility may discharge directly to the McCarthy forcemains.

The City may consider allowing some of the Coopertown wastewater to discharge to the MRLS, as an interim measure; however, it must be demonstrated how additional capacity will be accommodated and how the affected catchment area can tie in to the "Coopertown system" following the decommissioning of the MRLS. It is the City's preference that all Plan Area development connect to the new Coopertown wastewater lift/ pump station at the outset.

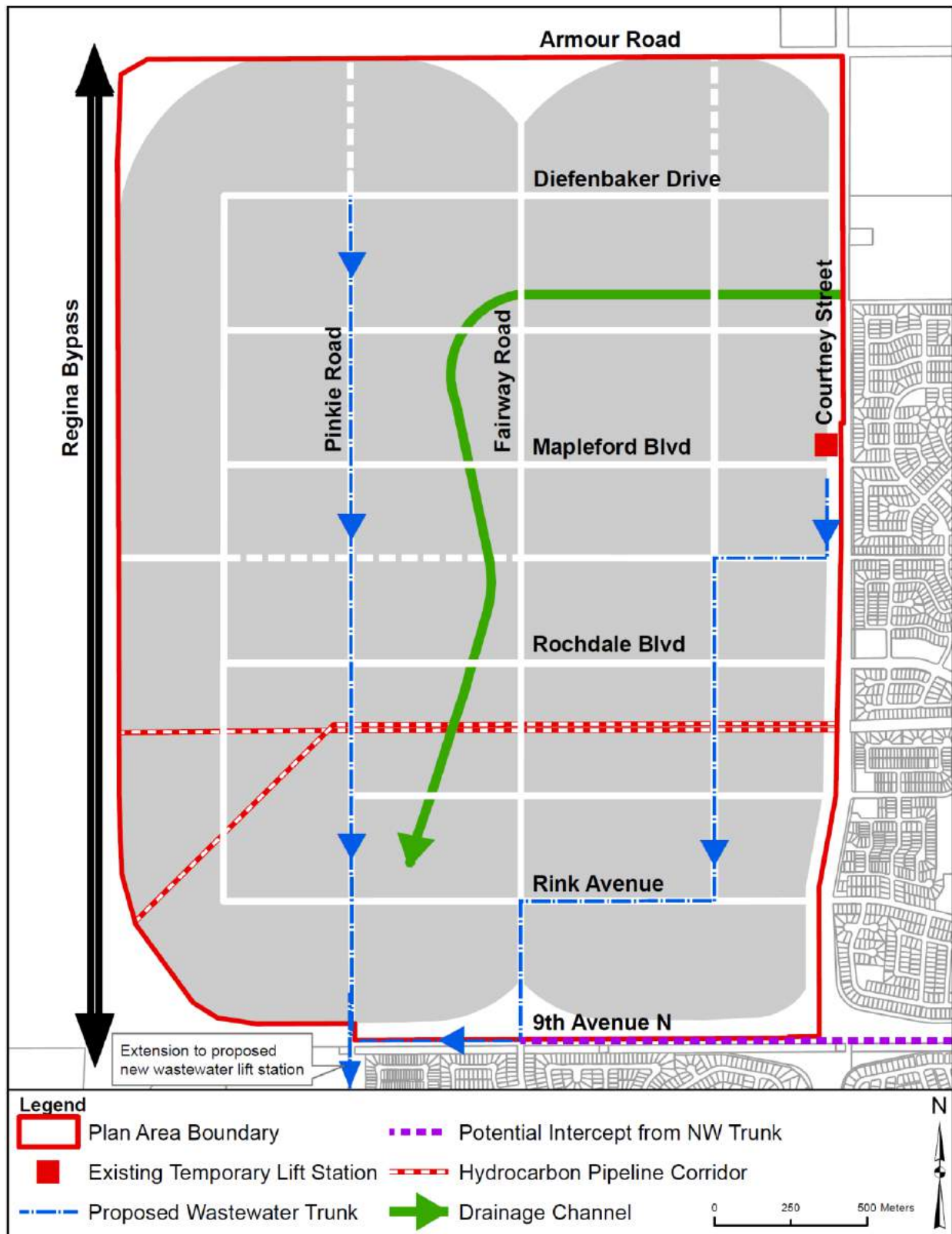
### 5.3.2. Policy

- a) The location of major wastewater infrastructure (e.g. mains and facilities) should be in general accordance with Figure 12 of this Plan; however, the City may permit an alternate network scheme without an amendment to this Plan being required.
- b) Where a new wastewater lift/ pump facility is required:
  - i. This facility should be strategically located in order to accommodate the largest and/ or most practical gravity-fed catchment area as possible.
  - ii. This facility, including the site area, shall, unless otherwise directed by the City, be sized and designed to accept wastewater flows as a result of the decommissioning of the Westhill and Mapleridge lift stations.
  - iii. This facility, including the site area, shall, if required by the City, be sized and designed to accommodate future expansion (e.g. to accept wastewater flows as a result of intercepting the Northwest Trunk).
  - iv. The force main outlet of the new facility shall be at a point along the McCarthy Boulevard Pumping Station force mains.
  - v. Only one new facility shall be permitted, except where the City, at its discretion, deems that an additional facility may be beneficial.
- c) The City will only allow the Mapleridge Lift Station (MRLS) to be used to accommodate Coopertown wastewater flows where it can be demonstrated, through the applicable concept plan process:
  - i. That the MRLS can accommodate the expected flows from the proposed development without creating additional issues or failures within the city-wide system (e.g. system surcharging or overload).
  - ii. How the MRLS shall be eventually decommissioned and how the affected area can connect to the Coopertown wastewater system, as shown on Figure 12.
- d) Notwithstanding Policy 5.3.2(c), at such time as the requisite Coopertown wastewater infrastructure (e.g. main or trunk line) is constructed immediately adjacent to the Mapleridge Lift Station (MRLS):
  - i. The areas utilizing the MRLS shall be required to connect to the Coopertown main/ trunk system by gravity.
  - ii. The MRLS shall be decommissioned and removed and the affected site remediated.
- e) Where the City has a finalized city-wide wastewater master plan that is in effect:
  - i. No concept plan shall be approved unless the proposed concept plan conforms with the applicable city-wide wastewater master plan.
  - ii. The City may require, as a prerequisite for concept plan approval, where applicable, that a wastewater servicing report for the Plan Area be prepared or revised, which is in conformity with the applicable city-wide wastewater master plan.



- f) Where a concept plan is required, a wastewater servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
- i. Establishes a strategy for collecting wastewater within the concept plan area.
  - ii. Demonstrates how the proposed wastewater collection network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a wastewater hydraulic network analysis, complete with the establishment of system flows and network routing for the concept plan area.
  - iv. Demonstrates implications for city-wide wastewater system level-of-service.
  - v. Identifies necessary upgrades, if applicable, to city-wide wastewater systems.

Figure 12 – Wastewater Servicing Plan



## **5.4. Storm Water Servicing**

### **5.4.1. Overview**

The intent of the storm water strategy is to provide a solution for accommodating the storm water drainage associated with the Plan Area, as well as existing drainage entering the Plan Area from adjacent lands, through two catchment areas. The majority of the Plan Area will be served by a large catchment area (“Catchment Area 1”) that includes, as the primary feature, a proposed drainage channel. A smaller catchment area (“Catchment Area 2”), located in the southeast, will discharge storm water to the existing 1200mm storm sewer on Fairway Road. (See Figure 13).

The two catchment areas are comprised of “sub-catchment” areas. These sub-catchment areas will detain storm water, through ponds or other facilities, before discharging, at a controlled rate, to their respective outlets. Detention may occur, as determined by the City through the concept plan process, within municipal utility parcels or municipal reserve parcels (parks). Potentially, two or more sub-catchment areas can share one detention facility.

The proposed drainage channel has the potential to accommodate some of the detention requirements for Catchment Area 1; however, the City would only consider this where a similar “hybrid drainage channel” (a drainage channel that accommodates both detention and conveyance) has been assessed and accepted. Should the drainage channel accommodate detention, the number and scale of other detention facilities can be lessened; however, the drainage channel, itself, may need to be larger than a conventional system.

Although it is expected that all lands within Catchment Area 1 will eventually discharge to the drainage channel, it is recognized that the drainage channel is a major project that may be constructed incrementally over-time. As an interim measure for Phase 1a (Figure 14), the City may consider a drainage strategy that does not require the drainage channel. Any interim system must be designed so that it can eventually connect to the permanent drainage channel.

Further, more detailed, planning for the proposed storm water system shall occur at the concept plan stage. Through the concept plan process, the sub-catchment areas shall be verified (location, area and detention volume), including associated detention facilities and drainage routes.

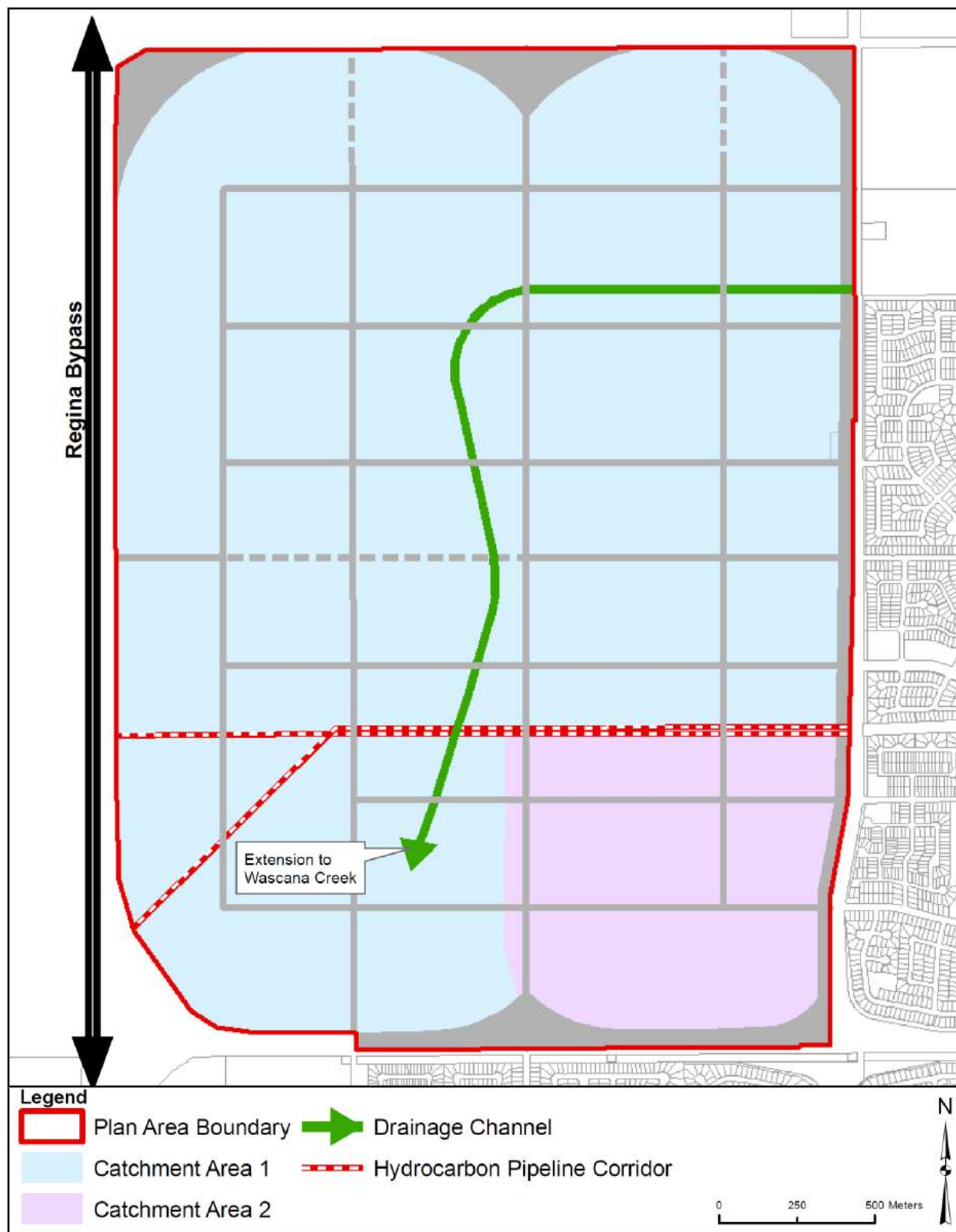
#### 5.4.2. Policy

- a) The location of the drainage channel and the two major catchment areas should be in general accordance with Figure 13 of this Plan.
- b) The location of storm water detention facilities, and how land will be acquired or dedicated for these facilities, shall be determined through the concept plan process.
- c) Notwithstanding any other part or policy of this Plan, the City may allow the lands corresponding to Phase 1a, as shown on Figure 14, to be serviced through an interim storm water solution, that does not initially use the drainage channel, as shown on Figure 13, where it can be demonstrated that the proposed interim system:
  - i. Meets the requirements of the City, and any other applicable regulatory authority.
  - ii. Can be decommissioned and can connect to the permanent drainage channel.
  - iii. Will be owned and maintained by the developer, as per the City's *Servicing Agreement Fee and Development Levy Policy* (as amended).
- d) The proposed drainage channel, as shown on Figure 13:
  - i. Shall generally be constructed, incrementally, from south to north, and shall be fully constructed as part of the build-out of the "300K" Growth Area, as shown on Figure 14.
  - ii. Shall function as an amenity, in addition to a utility system, by including a multi-use pathway and associated landscaping and appurtenances (e.g. lighting, benches, etc.).
  - iii. Shall generally be dedicated as municipal utility parcel.
  - iv. May, at the City's discretion, be used to accommodate some of the storm water detention requirements for the Catchment 1 area lands, as shown on Figure 13.
- e) As a prerequisite for approval, pertaining to any proposed concept plan that includes the utilization of the drainage channel, as shown on Figure 13, it shall be demonstrated how:
  - i. The drainage channel will be designed (i.e. cross section showing: dimensions, side slopes, benching, access, pathway, conceptual landscaping, etc.).
  - ii. The design, depth and linear slope of the drainage channel will ensure that drainage, into Wascana Creek, can occur, in a "design storm" event, without creating adverse hydraulic conditions.
  - iii. The drainage channel can be constructed without negatively impacting: sub-surface infrastructure; 9<sup>th</sup> Avenue North or 9<sup>th</sup> Avenue North/ Bypass interchange; the aquifer; Wascana Creek.

- f) Notwithstanding any other part or policy of this Plan, the City will not allow the proposed drainage channel to accommodate any of the Plan Area storm water detention requirements, unless:
  - i. The City has determined, through an assessment of a similar “hybrid drainage channel” (i.e. a facility that accommodates storm water detention and conveyance) within the city (e.g. southeast linear detention facility), or elsewhere, that such a facility performs, or can perform, in a manner that is deemed acceptable to the City.
  - ii. A detailed engineering design and analysis is submitted that demonstrates how the proposed facility can effectively accommodate the detention and conveyance of the storm water associated with a particular drainage catchment area.
- g) Notwithstanding any other part or policy of this Plan, the City will not approve any concept plan, where the intent is to accommodate some or all of the storm water detention requirements within the drainage channel, as shown on Figure 13, unless the requirements set out in Policy 5.4.2(f) have been met to the City’s satisfaction.
- h) Where a concept plan is required, a storm water servicing report shall be prepared for the subject area, prior to approval of the concept plan, which:
  - i. Establishes a strategy for managing storm water within the concept plan area.
  - ii. Demonstrates how the proposed storm water network will connect to the Plan Area system and, where applicable, city-wide system.
  - iii. Outlines the results of a storm water hydraulic network analysis, including the establishment of system flows and network routing for the concept plan area.
  - iv. Verifies overall detention requirements for the Plan Area, as well as for the applicable concept plan catchment area and sub-catchment areas.
  - v. Identifies implications and, where applicable, upgrades for downstream (beyond Plan Area) storm water facilities.
  - vi. Demonstrates, where applicable, how the proposed storm water system will accommodate existing flows entering the Plan Area.



Figure 13 – Storm Water Servicing Plan



## **6. IMPLEMENTATION**

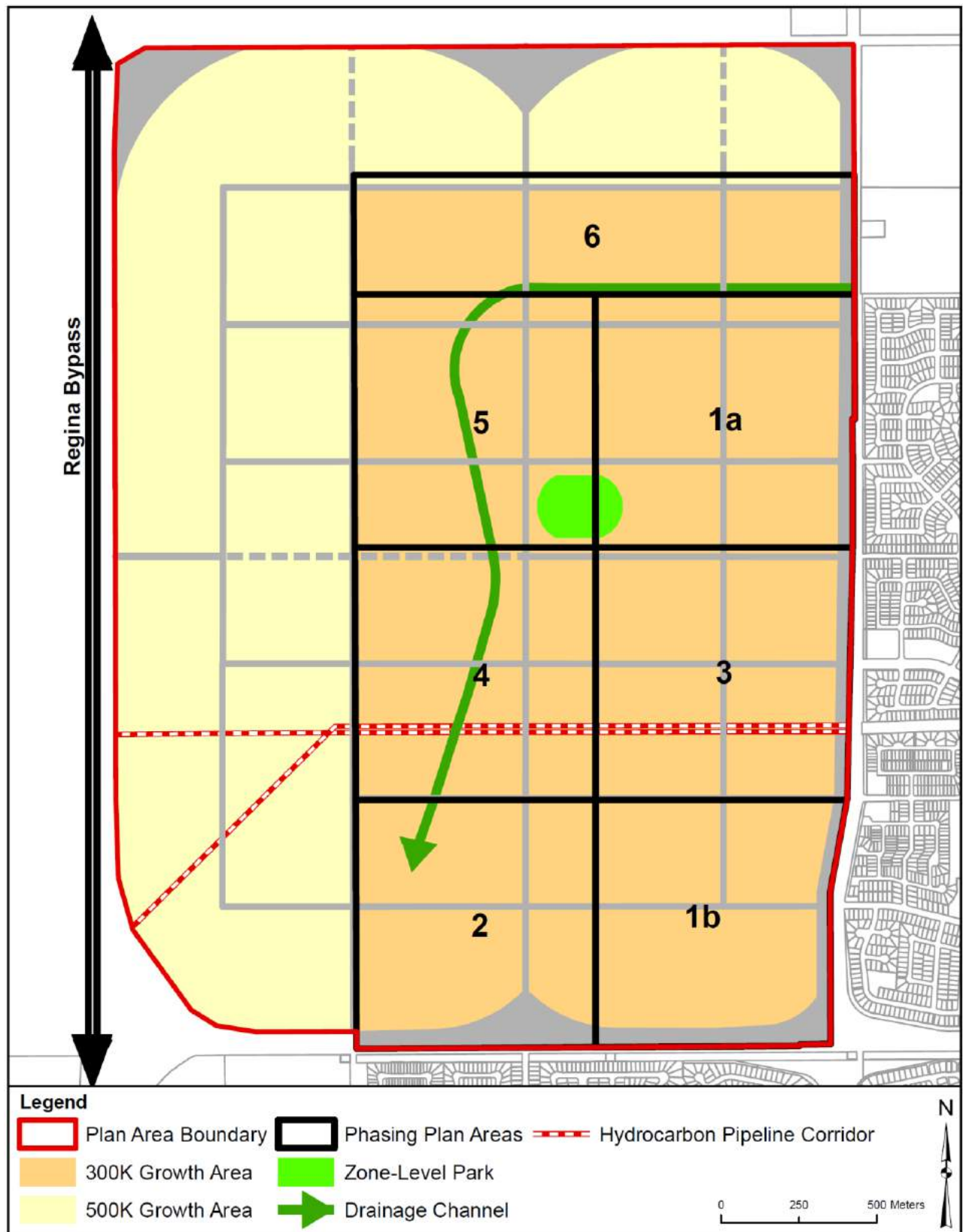
### **6.1. Overview**

This Plan provides high-level direction for more detailed planning: concept plans, rezoning, subdivision and development. As a prerequisite for rezoning, concept plans, which illustrate the specific location of land-use types, residential densities, open space and transportation networks, shall generally be required for the development of the phasing areas shown on Figure 14. The phasing of development shall be in general conformity with this Plan and shall conform with the phasing policies of OCP – Part A, which prevails over this Plan.

### **6.2. Policy**

- a) An approved concept plan, which substantially conforms with this Plan, shall be required as a prerequisite for rezoning approval, and shall be comprised of the following:
  - i. A land use plan, which illustrates the specific location of different types of streets, land-use, open space and residential densities.
  - ii. A circulation plan, which illustrates the specific location of the proposed street network and classification and, where required by the City: pathways and cycling routes, transit routes, signalized intersections.
- b) The phasing of development:
  - i. Shall be in conformity with the phasing plan and policies of *Design Regina: The Official Community Plan Bylaw No. 2013-48*.
  - ii. Should be in general conformity with the phasing scheme of this Plan, as shown on Figure 14; however, the City may approve variations without an amendment to this Plan being required where conformity with a servicing strategy can be demonstrated.
- c) Notwithstanding Policy 6.2(a) and (b), the City may allow rezoning and development, without a concept plan being required and notwithstanding the phasing scheme, to accommodate:
  - i. A public use.
  - ii. Utility or transportation infrastructure, etc.
  - iii. Development relating to the existing residential properties or agricultural operations.

Figure 14 – Phasing Plan







[Regina.ca](http://Regina.ca)



# Yards

## Neighbourhood Plan

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### OCP – Part B.18



## PART B.18

### Yards Neighbourhood Plan

Enactment			
		Date	Bylaw
Approved	City of Regina	January 29, 2020	Bylaw No. 2020-03
	Government of Saskatchewan	April 29, 2020	N/A
Amended			

This Neighbourhood Plan forms part of:

***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

***The Planning and Development Act, 2007***

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## EXECUTIVE SUMMARY

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This Neighbourhood Plan (Yards Neighbourhood Plan) sets forth a policy framework for transitioning the former Canadian Pacific Railway (CP Rail) intermodal yard, and adjacent lands, located in Regina's City Centre, into a vibrant urban neighbourhood. The Yards Neighbourhood will include a mix of residential, shopping and entertainment uses set within a compact and walkable environment and will balance progressive and modern design concepts with tradition. Strategically located, the Yards Neighbourhood will better connect the Warehouse District with Downtown, thus bridging and strengthening Regina's City Centre.

The Yards Neighbourhood Plan forms part of *Design Regina: the Official Community Plan Bylaw No. 2013-48* (Design Regina OCP). As a policy document approved by Regina City Council, the Yards Neighbourhood Plan provides direction for future land-use, development and servicing. The policies set forth are oriented towards achieving a long-term vision, while remaining flexible in order to support evolving market conditions and investment opportunities overtime. Beyond the Yards Neighbourhood Plan, more detailed planning will occur through the preparation of a concept plan and through the rezoning, subdivision and development processes.

Development of the Yards Neighbourhood will occur incrementally, starting with site improvements and capital upgrades. Major improvements may include:

- Transformation of Dewdney Avenue into a multi-modal landscaped boulevard.
- The construction of a landscaped buffer, and amenity, along the railway corridor.
- Upgrades to major utility infrastructure.
- The installation of a pedestrian bridge, connecting to downtown.
- Upgrades to the railway underpasses at Albert Street and Broad Street.

The preparation of the Yards Neighbourhood Plan has been a highly collaborative process. The City is most appreciative to the thousands of members of the public, stakeholders and landowners who gave generously their time, energy and input to make the Yards Neighbourhood Plan possible. The City Administration and Council will continue to engage with citizens, stakeholders and landowners to realize the vision and values of this plan.

## **1. INTRODUCTION**

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### **1.1. Background**

In 2012, CP Rail decided to relocate and expand its intermodal freight rail yard from the historic City Centre location to the new Global Transportation Hub (GTH), located in the west part of the city. Recognizing the once-in-a-generation opportunity to enhance and vitalize the Downtown and City Centre, the City of Regina (City) purchased the intermodal freight rail yard (Railyard Site) as the first step towards infill and redevelopment. The “Railyard Renewal Project”, forms part of a larger “Regina Revitalization Initiative” (RRI). The RRI also includes the new Mosaic Stadium, which opened to the public in 2016, and the redevelopment of the former Taylor Field Stadium site, which is a future land development project.

The planning process for the Railyard Renewal Project began in 2015 with the establishment of a project steering committee and the hiring of consultants to advise on planning and engineering. The planning process has involved four phases of work:

- Phase 1: Analysis of opportunities and challenges associated with the Plan Area.
- Phase 2: Preparation of three potential development scenarios.
- Phase 3: Review and selection of preferred development scenario.
- Phase 4: Preparation of Yards Neighbourhood Plan.

The planning process has included extensive engagement and analysis. Engagement has included consultation with the public, stakeholders and two advisory committees consisting of adjacent landowners and representatives of the Downtown and Warehouse Business Improvement Districts (BIDs) and other stakeholders. Public engagement has also included four open house events, two design charrettes and several on-line surveys. Analysis has included geotechnical investigations, environmental site analysis, servicing analysis and market research.

The culmination of this initial planning process is the the Yards Neighbourhood Plan – a policy document that will direct future land-use, development and servicing. The Yards Neighbourhood Plan responds to the unique nature of the Railyard Site, as a former intermodal freight rail yard, and advances the vision and aspirations of Regina City Council, citizens and stakeholders.



## **1.2. Regulatory Context**

### Planning and Development Act, 2007

The Yards Neighbourhood Plan is a type of secondary plan and forms part of Design Regina OCP. *The Planning and Development Act, 2007*, which is a statute of the Government of Saskatchewan (Province), provides the authorization for a municipality to enact an official community plan, and stipulates what an official community plan must and can address. Official community plans, and the process to adopt or amend an official community plan, must be in conformity with *The Planning and Development Act, 2007* and the associated *Statements of Provincial Interest* regulations, which defines matters of provincial interest.

### Official Community Plan (“Design Regina”)

The Yards Neighbourhood Plan is included within Part B of Design Regina OCP. Official community plans are policy instruments used by municipalities to guide, over a long-term period, growth, development, the provision of services, and other matters, across the municipality. Whereas Part A of Design Regina OCP provides general policy direction for the city as a whole, the secondary plans contained in Part B apply to specific sub-areas within the city (e.g. new neighbourhoods). As a secondary plan, the Yards Neighbourhood Plan must be in conformity with Part A.

An important element of Design Regina OCP is the direction it provides respecting growth planning and phasing. Maximizing the efficient use of infrastructure and supporting “complete neighbourhoods”, through infill development, is a significant objective. To this end, it is the aim of Design Regina OCP to direct approximately 10,000 additional people to the City Centre, including approximately 2,000 people to the Plan Area (Design Regina OCP – Map 1). This Neighbourhood Plan, therefore, significantly advances the growth planning objectives of Design Regina OCP.

### Concept Plans, Rezoning and Subdivision

As a general requirement for rezoning and subdivision approval, a concept plan must be prepared and approved for specified development areas. Concept plans illustrate the specific location of land-use, open space and transportation networks and must be in general conformity with this Plan. Likewise, rezoning and subdivision approval will generally be required as a prerequisite for development and these applications must conform with an approved concept plan.

### **1.3. Plan Interpretation**

#### **Policy Interpretation**

In the interpretation of the policies within this Plan, the word:

- “Shall” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

#### **Reference Interpretation**

- “Yards Neighbourhood Plan” refers to this policy document, which is Part B.18 of Design Regina OCP, and is abbreviated herein as either “Neighbourhood Plan” or “Plan”.
- “Plan Area” refers to the geographic area subject to the policies of this Plan, as described in Section 2.1. Policies and requirements of this Plan apply to the Plan Area only.
- “Railyard Site” refers to the former CP Rail intermodal freight rail yard.
- “Yards Neighbourhood” refers to the future neighbourhood that will emerge in the Plan Area, following the redevelopment of the Railyard Site.

#### **Map Interpretation**

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or land-use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads or existing utility rights-of-way. The precise location of land-use boundaries will be determined by the City at the time of concept plan, rezoning and subdivision applications. Where adjustments are made as a result of further delineation through the concept plan process, an amendment to the maps within this Plan shall not be required.

#### **Use Interpretation**

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land-uses that may require interpretation. Within this Plan, when specific land-uses are mentioned, please refer to Design Regina OCP – Part A and/or Zoning Bylaw for further clarification. While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land-uses shall be further delineated at the concept plan and rezoning stages.

## 2. PLAN AREA

### 2.1. Location

The area subject to the policies of the Yards Neighbourhood Plan (Plan Area) is 26 hectares (64 acres) in size and is situated between Dewdney Avenue and the railway corridor (north-south) and between Albert Street and Broad Street (west-east). Within the Plan Area, the Railway Site, which is available for redevelopment, is 7 hectares (17 acres) in size. The balance of the Plan Area consists of existing commercial development and railway facilities.

The Plan Area is strategically located within the heart of Regina's City Centre, linking the Downtown and the Warehouse District. The Plan Area also forms part of Dewdney Avenue, which is a notable corridor, linking major institutional and cultural facilities. (Figure 1)

**Figure 1 – Location**



## **2.2. Site Character**

### Existing Uses

The Plan Area includes the Railyard Site; the existing railway corridors and existing commercial development. The Railyard Site is currently vacant, with all tracks and other structures having been removed. Within the west side of the Plan Area, between the north-south railway corridor and Albert Street, are existing commercial developments, including: a hotel, restaurants, multi-tenant commercial building. This existing commercial area is largely built-out; however, there are opportunities for infill and redevelopment. There are also existing commercial developments at the corner of Dewdney Avenue and Broad Street, including: commercial service and retail.

### Environmental

The Railyard Site has been subject to environmental evaluation, as they have accommodated, for a significant period, railway related infrastructure and storage. Testing included soil sampling and evaluation, focusing on potential contamination, and the identification of other potential impacts. Through this testing, some impacts have been identified, which will require remediation. Further, some areas may require additional, or more detailed, testing as a prerequisite for development. At the time this Plan was adopted, testing completed indicates that remediation is manageable, and impacts will not preclude development, pending remediation, where required. A health risk assessment and corrective action plan will be completed to determine remediation strategies for the Railyard Site.

### Railway Proximity

Together, the railway corridors and associated railway activities within the Plan Area may be a freight rail yard, including: an east-west oriented railway corridor, classified as a “main line”, a north-south oriented railway corridor, which is classified as a “branch line” and a railcar maintenance area. Although the transfer of containers is no longer performed at this location, railcars are regularly stored and maintained. As these railway activities are anticipated to continue for the foreseeable future they have been evaluated from the perspective of safety and land-use compatibility.

While there are no setback requirements imposed by either the federal or provincial levels of government, as it relates to railway proximity, the strategy of this Plan is to require buffer areas and setbacks between the railway activities and development within the Plan Area. The primary buffer treatment required by the Plan is in the form of a landscaped buffer that includes a berm and a noise attenuation wall. The intent is that the berm will be well landscaped and will also serve as an open space amenity for the neighbourhood. Other forms of buffer treatment may include the placement of streets/ laneways and appropriate non-residential building (e.g. parking structures) next to railway corridors as a means of further reducing possible nuisance.

## 2.3. Site Context

### Warehouse District

The Plan Area is strategically located within the Regina City Centre, between two dynamic urban neighbourhoods: the Downtown and the Warehouse District. The predominant land use within the Warehouse District is light industrial and commercial retail; however, this eclectic area is transitioning over-time to include residential and mixed-use development. A core element within this neighbourhood is Dewdney Avenue, which serves as an entertainment and shopping destination, including restaurants, nightclubs and retail. The Warehouse District is well known for its historic buildings and unique character. Many of the buildings were built between 1910-1930 and reflect the “Chicago-Style” design: brick exterior; flat roof, rectangular window pattern.



### Downtown Regina

South of the Plan Area, across the railway corridor, is Downtown Regina, which serves as the main hub, within the city, for business, entertainment and civic activities. The Downtown includes: the majority of the city’s Class A and B office buildings, concentrated in the central business district; a mix of residential types and densities; shopping and entertainment, including an assortment of bars and restaurants, and amenities, such as the Victoria Park and Plaza and Casino Regina, etc. It is intended that the Downtown will continue to accommodate the majority of large-scale office development (e.g. Class A) and tallest residential built-form.



One objective of this Plan is to complement and support the Warehouse District and the Downtown. The residents of the Yards Neighbourhood will be within easy walking distance of both the Warehouse District and the Downtown, thus enhancing City Centre business activity by increasing the proximal customer base. The Warehouse District will be further enhanced through the full build-out of Dewdney Avenue, between Albert Street and Broad Street, thus “completing” this important segment of Dewdney Avenue. The Downtown, as well, will be further enhanced through new connections, such as the proposed pedestrian bridge, which will improve walkability and provide more convenient access between the Downtown and neighbourhoods to the north.



### **3. VISION & PRINCIPLES**

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#### **3.1. Vision**

It is envisioned that the Plan Area will transition, from its current state, into a vibrant urban neighbourhood, which includes a mix of residential, shopping and entertainment opportunities set within a compact and walkable environment. By balancing progressive and modern design concepts with tradition, the Plan Area will emerge as a truly unique neighbourhood, connecting the City Centre, and enhancing the City of Regina as a whole.

#### **3.2. Principles**

As set forth by Regina City Council (Council Report CR11-99), the Yards Neighbourhood shall be “mixed-use, diverse and environmentally sensitive”, in accordance with the following principles:

- A key city priority;
- A regional precedent that employs best practices in City-building;
- A vibrant and connected place to gather, live, work, learn, play, and celebrate year-round;
- An area in which the public realm has a high profile and inspires civic pride;
- Complementary to existing plans in surrounding neighbourhoods, yet sets a new standard for sustainable development, employing state of the art best practices for neighbourhood design and energy efficiency;
- A neighbourhood that will provide mixed-income housing options for purchase and rental;
- A community that will provide work space and mixed-use developments to foster innovation, creativity and cultural expression;
- Linked across the railway tracks to downtown by pedestrian connections that create walkable distances for residents, in four seasons, to local amenities and jobs;
- Characterized by high quality design, for all ages, and both programming and place making that promotes social cohesion and community activities; and
- An example of a new opportunity for the community being delivered in a way that is financially viable for the City, its residents, and businesses.

The vision and principles provide the foundation for the objectives and policies of this Plan. Beyond this Plan, the vision and principles shall be carried forward, in more detail, through the implementation of a concept plan and appropriate zoning code.

## **4. LAND-USE**

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### **4.1. Overview**

The intent of this section is to provide policy direction for the use of land within the Plan Area. In accordance with the vision and principles of this Plan, the policies herein support the development of a compact, walkable, mixed-use and sustainable neighbourhood. The policies establish direction for land-use requirements and also provide direction for subsequent planning initiatives, including the preparation of a concept plan and rezoning. These planning initiatives will advance the intent of this Plan by providing greater detail regarding land-use and design.

This Plan supports a mix of appropriate land-uses throughout, including a significant residential component. Non-residential land-uses will generally be located within the ground floor of mixed-use buildings. Although the predominant pattern is intended to be mixed-use, this Plan supports the potential for two specialized areas: a central public/ civic area that could include a neighbourhood park and civic buildings; an “entertainment area” that could include an appropriately scaled sports, entertainment or convention centre. This Plan also supports residential throughout and strives for a population of approximately 2,000 people.

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### **4.2. Policy**

- a) Within the Plan Area, the City shall only allow land-uses and development that are appropriate for a mixed-use, pedestrian-oriented urban environment, including: residential, commercial retail and services, office, civic, institutional, parks.
- b) Within the Plan Area, the City shall prohibit land-uses and development that are inappropriate for a mixed-use, pedestrian-oriented urban environment, including:
  - i. Uses that require large areas of outdoor storage or outdoor manufacturing.
  - ii. Uses oriented to automobile travel, such as drive-thru restaurants, gas stations.
  - iii. Large-format retail.
  - iv. Industrial uses
- c) Notwithstanding Policy 4.2(a) and 4.2(b):
  - i. Existing uses/ buildings that do not conform to this Plan may continue; however, at such time as they are replaced, the policies of this Plan shall apply.
  - ii. The City may consider, within Mixed-Use Policy Area B, as shown on Figure 2, the following land-uses: recreation, sports, entertainment facility; convention centre; or similar.
  - iii. Within the Railyard Site area, as shown on Figure 2, the City may consider outdoor uses (e.g. surface parking; outdoor events) on an interim basis, until such time as the Railyard Site is rezoned and/ or developed in accordance with the vision, principles and policies of this Plan.

- iv. The ground-floor of buildings fronting Dewdney Avenue and Albert Street should consist of commercial uses or other non-residential uses supported by this Plan.
- d) Land adjacent to the proposed Neighbourhood Park, as shown on Figure 5, shall be reserved for civic or institutional buildings; however, should it be determined by the City, at any time, that civic or institutional buildings are not viable or desirable, the land may transition to an alternate acceptable land-use without an amendment to this Plan.
- e) Where a building flanks the proposed Neighbourhood Park, as shown on Figure 5, the ground-floor should front the Neighbourhood Park and consist of commercial uses or, at the City's discretion, other "active" and appropriate non-residential uses.

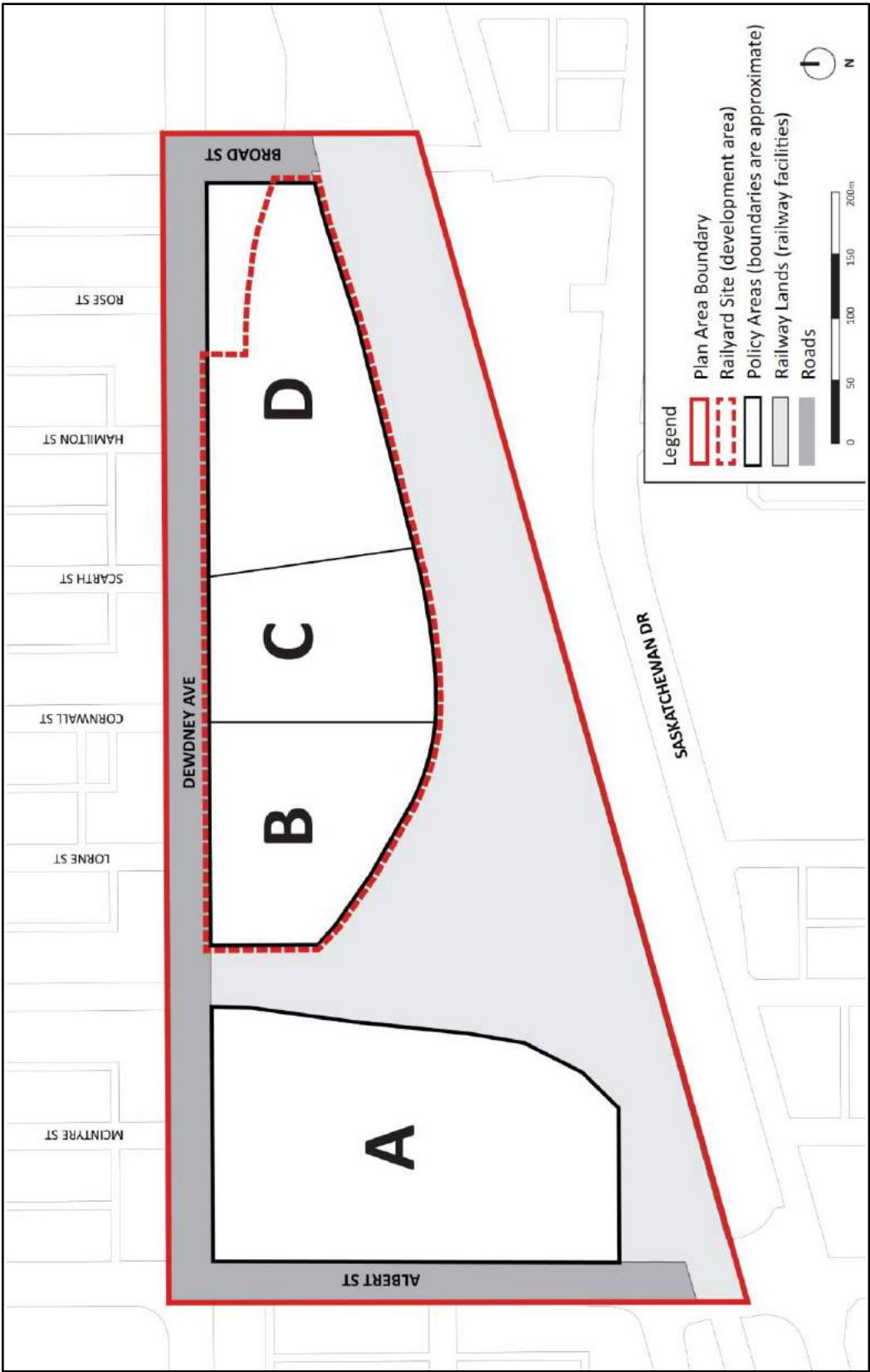
### **Residential**

- f) The City shall endeavour to accommodate the residential objectives of this Plan, as described in Section 4.1, by:
  - i. Supporting and encouraging a mix of appropriate residential types (i.e. multi-unit/apartment; townhouse) throughout the Plan Area, except where policy allows or requires other land-uses in specified areas.
  - ii. Requiring multi-story buildings in specified areas.
- g) The predominant residential form shall be multi-story (vertical multi-unit) buildings, including mixed-use and single-use (residential only) buildings.

### **Railway Proximity**

- h) Residential, institutional, office and commercial buildings shall be set back from the railway corridors in accordance with the following requirements:
  - i. Buildings should be set back at least 30 metres from the property line of the east-west oriented railway corridor, and any associated facilities.
  - ii. Buildings should be set back at least 15 metres from the property line of the north-south oriented railway corridor; however, the City may consider a lesser distance where it can be demonstrated that an appropriate setback from the railway track can be accommodated.
- i) Approval of residential, institutional, office or commercial development immediately adjacent (abutting directly, or abutting an intervening street, lane, buffer, etc.) to the Railway Lands, as shown on Figure 2, shall be contingent on demonstrating that noise and vibration associated with railway activity:
  - i. Is sufficiently low as not to warrant mitigation, or
  - ii. Will be sufficiently mitigated through the incorporation of appropriate building or site features (e.g. landscaped buffer/ berm, parkade, etc.).

Figure 2 – Land Use



## **5. BUILT FORM**

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### **5.1. Overview**

The intent of this section is to provide policy direction for the design of buildings and the relationship between buildings and the public realm. In accordance with the vision and principles of this Plan, the policies herein support a high standard of architectural treatment and unique urban design. Ensuring that buildings support an active public realm, and ensuring appropriate transitions between building heights and massing, will be important objectives of this Plan.

A primary objective is to ensure that the built form transitions from the Downtown to the Warehouse District and that appropriate interface design is established. As such, this Plan requires that taller buildings be located along the south side of the Plan Area and adjacent to the pedestrian bridge and park. Ensuring that Dewdney Avenue is integrated within the open space network, and interfaces appropriately with the Warehouse District to support new economic activity, is another objective. New buildings along Dewdney Avenue will be intimately connected to the street and will be complementary to the unique character of the area.

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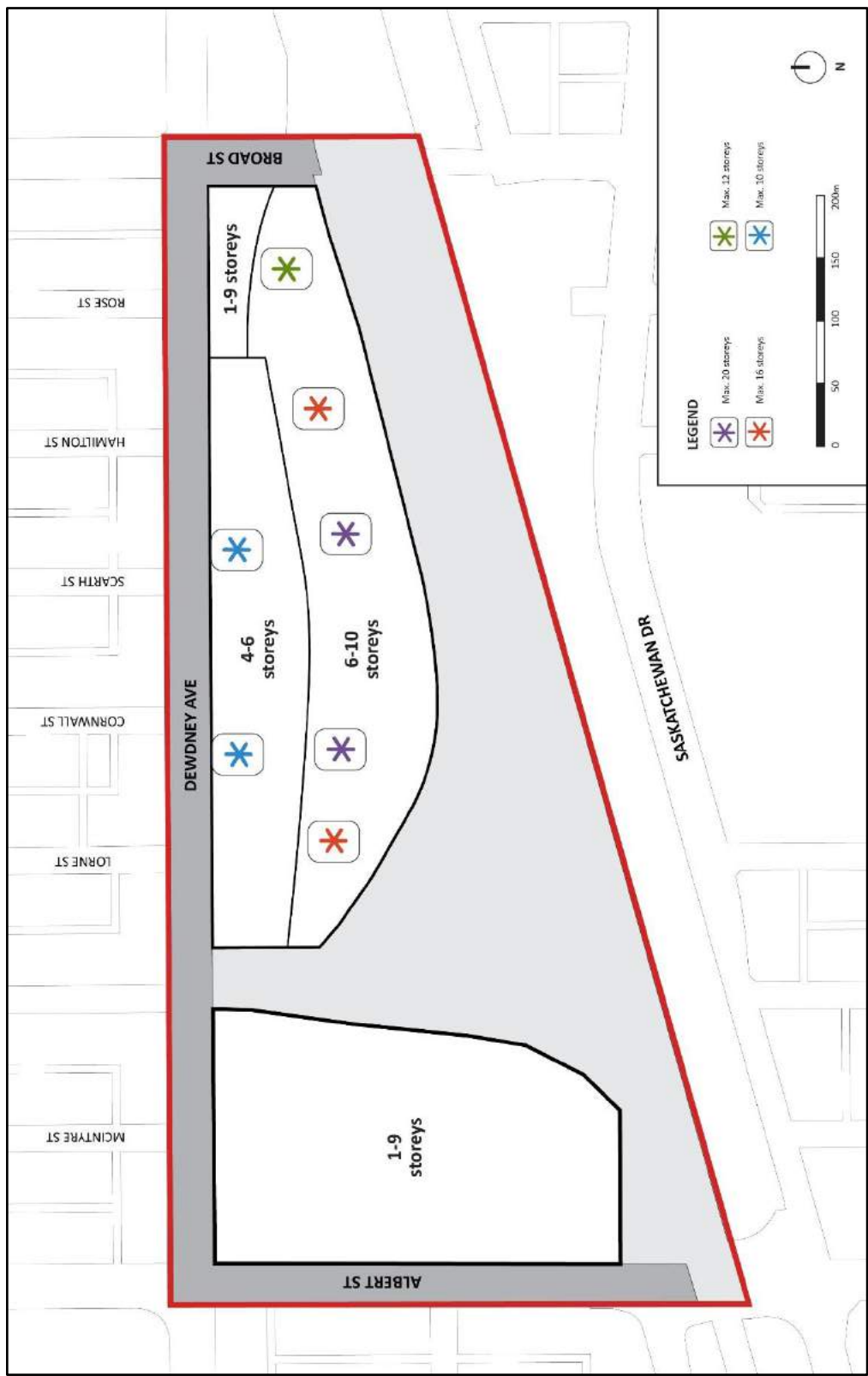
### **5.2. Policy**

- a) The height of buildings should be in accordance with Figure 3.
- b) Notwithstanding Policy 5.2(a) the location of individual buildings, as shown on Figure 3 (indicated with asterisk symbol), shall be considered approximate.
- c) The design of new buildings fronting Dewdney Avenue, within Policy Areas B, C and D, as shown on Figure 2, shall generally complement the design character associated with the historic buildings in Warehouse District, on the opposite side of Dewdney Avenue, by conforming to the following minimum principles:
  - i. The optimal exterior building material, especially for the first three floors, should complement traditional Warehouse District material, including: brick, stone, cast/ engineered stone, etc.
  - ii. Building fronts should reflect a tripartite composition, including base, middle and top, and have well articulated entranceways, fenestration and rooflines.
  - iii. Buildings should follow a minimal front setback and a consistent build-to line.
  - iv. Form and massing and placement of windows, etc., should generally complement traditional Warehouse District style.
- d) The building design principles outlined in Policy 5.2(c) shall be implemented through an amendment to the Zoning Bylaw, which:
  - i. May take the form of a Direct Control District or Architectural Overlay Zone.
  - ii. May include additional or more specific design requirements, beyond what is outlined Policy 5.2(c).



- iii. Includes non-binding urban and sustainable design guidelines, submitted in support of the Zoning Bylaw amendment application, but not forming part of the Zoning Bylaw.
- e) The following types of development shall be exempt from the design requirements stipulated in Policies 5.2(a-c):
- i. The land-uses supported by Policy 4.2(c).
  - ii. Civic and institutional uses.

Figure 3 – Built Form



## **6. OPEN SPACE**

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### **6.1. Overview**

The intent of this section is to provide policy direction for the implementation of open space features within the Plan Area. Open space features will include a centrally located neighbourhood park and a landscaped buffer that separates new development from the existing railway corridor and that forms part of the open space network and also serves as an amenity feature. Pending further planning and analysis, the open space system may also include pocket parks in strategic locations. Additionally, Dewdney Avenue, as a landscaped boulevard, will complement, and form part of, the open space system by including wide sidewalks, the potential for a multi-use pathway and/ or bike path and landscaped boulevards.

The defining feature of the open space system and the primary location for outdoor recreation, leisure and civic interaction will be a centrally located signature neighbourhood park. The specific design and function of this park will be identified through further planning and analysis and will respond to the specific land-use context that emerges. Major design considerations will include direct views from Dewdney Avenue to the pedestrian bridge; the potential for fronting buildings with active use interface; public art/ cultural features. This park may be phased-in over-time and may include interim use and landscaping.

---

### **6.2. Policy**

- a) As shown on Figure 5, open space shall consist, primarily, of:
  - i. A centrally located neighbourhood park (Neighbourhood Park), which may be developed as a landscaped green space, or as a plaza, or as a combination thereof.
  - ii. A landscaped buffer (Landscaped Buffer), which separates the railway corridors from the Plan Area development.
- b) Notwithstanding Policy 6.2(a), through the concept plan process, and without an amendment to this Plan being required, the City may consider:
  - i. Additional parks (e.g. pocket parks).
  - ii. An alternate location and configuration for the proposed Neighbourhood Park, with the proviso that the location is still relatively centralized.
- c) As a prerequisite for concept plan approval, where a park is proposed, or for developing a park, other than an interim park, the City may require that a report be submitted demonstrating the following:
  - i. The proposed programming and design solution.
  - ii. The need and benefit of the proposed park.
  - iii. Conformity with applicable policy and standards.
  - iv. Operation and maintenance implications.
  - v. Construction phasing plan (if applicable).

- d) Open Space intended to accommodate the purposes outlined in Policies 6.2 (a-b) shall:
  - i. Be provided through the retention and utilization of requisite existing City owned lands (irrespective of whether Municipal Reserve designation applies).

#### **Neighbourhood Park**

- e) When locating and designing the Neighbourhood Park, the following design elements shall be taken into consideration:
  - i. Maintaining a view plane, and allowing for a pedestrian and cycling connection, from Dewdney Avenue to the Pedestrian Bridge via the Neighbourhood Park.
  - ii. The potential to accommodate programmed activities, civic gatherings, public art and heritage features.
  - iii. The potential to interface park flanks with active building frontage.

#### **Landscaped Buffer**

- f) A landscaped buffer shall be constructed, which is in general conformity with Figure 4 and Figure 5, and that is supported by a noise and vibration study at the time of detail design without an amendment to this Plan.
- g) Notwithstanding Policy 6.2(f) and Figure 4:
  - i. The City may require an alternate configuration and design concept for the Landscaped Buffer, including more robust noise attenuation, without an amendment to this Plan being required.
  - ii. The Landscaped Buffer may be constructed incrementally over-time.
  - iii. The “Potential Landscaped Buffer”, as shown on Figure 5, shall only be required if residential is proposed adjacent to the corresponding segments of railway corridor and it is demonstrated that a buffer is required for safety or noise mitigation.

**Figure 4 – Landscaped Buffer Design (conceptual only)**

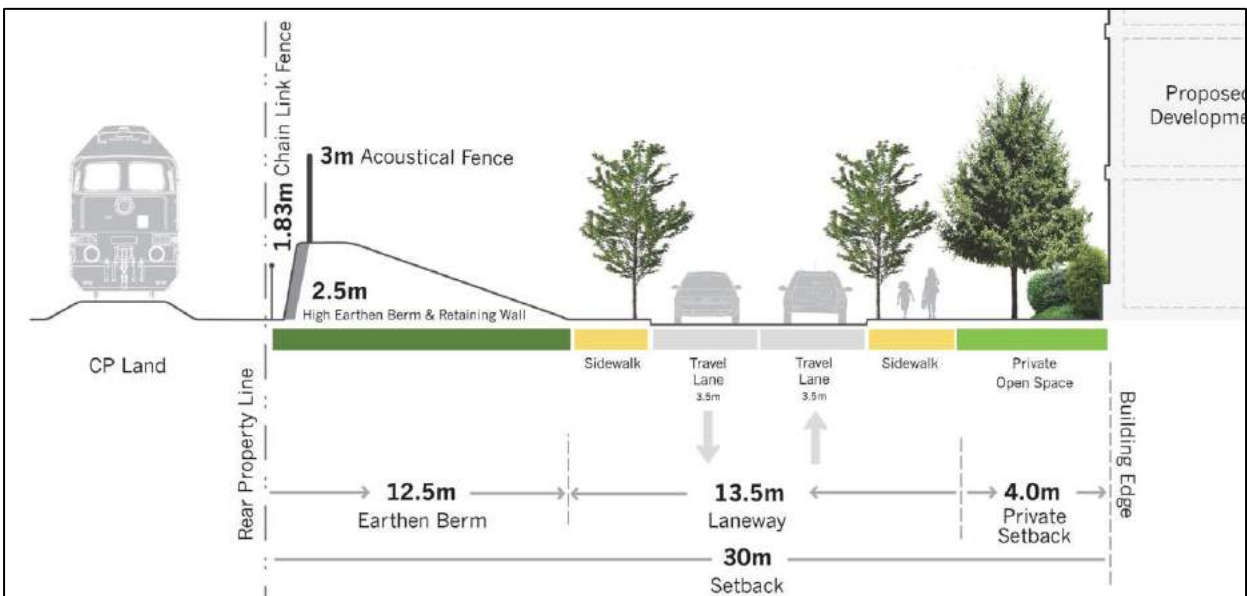
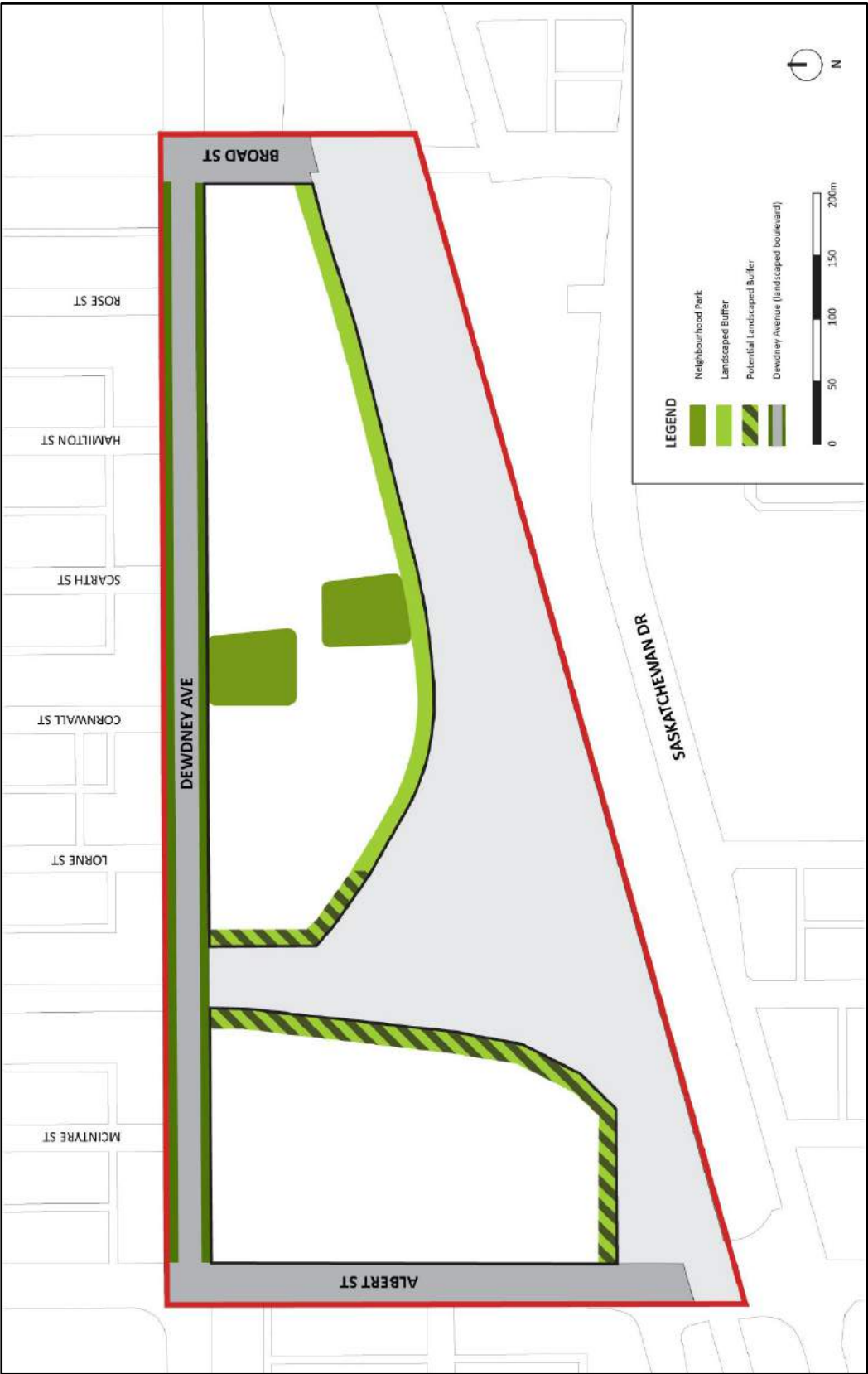




Figure 5 – Open Space



## **7. MOBILITY**

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### **7.1. Overview**

The intent of this section is to provide policy direction for the implementation of the transportation system within the Plan Area. In accordance with the vision and principles of this Plan, the policies support a high level of interconnectivity and an enhanced public realm. Major components of the system will include Dewdney Avenue, as a landscaped boulevard; a pedestrian bridge linking the Downtown with the Plan Area; enhanced Albert Street and Broad Street underpasses; an internal street network. This Plan provides high-level direction for the internal streets only, as the detailed solution will be identified through an approved concept plan.

Dewdney Avenue will form a core component of the transportation system and public realm. The intent is to transition Dewdney Avenue from its current state to a multi-modal landscaped boulevard that accommodates pedestrians, cyclists, transit and vehicles. As a core component of the public realm, Dewdney Avenue will include wide sidewalks, landscaping and furnishings. A pedestrian bridge, crossing the railway corridor, will also form a core component of the transportation system and public realm, linking the Downtown to the Plan Area.

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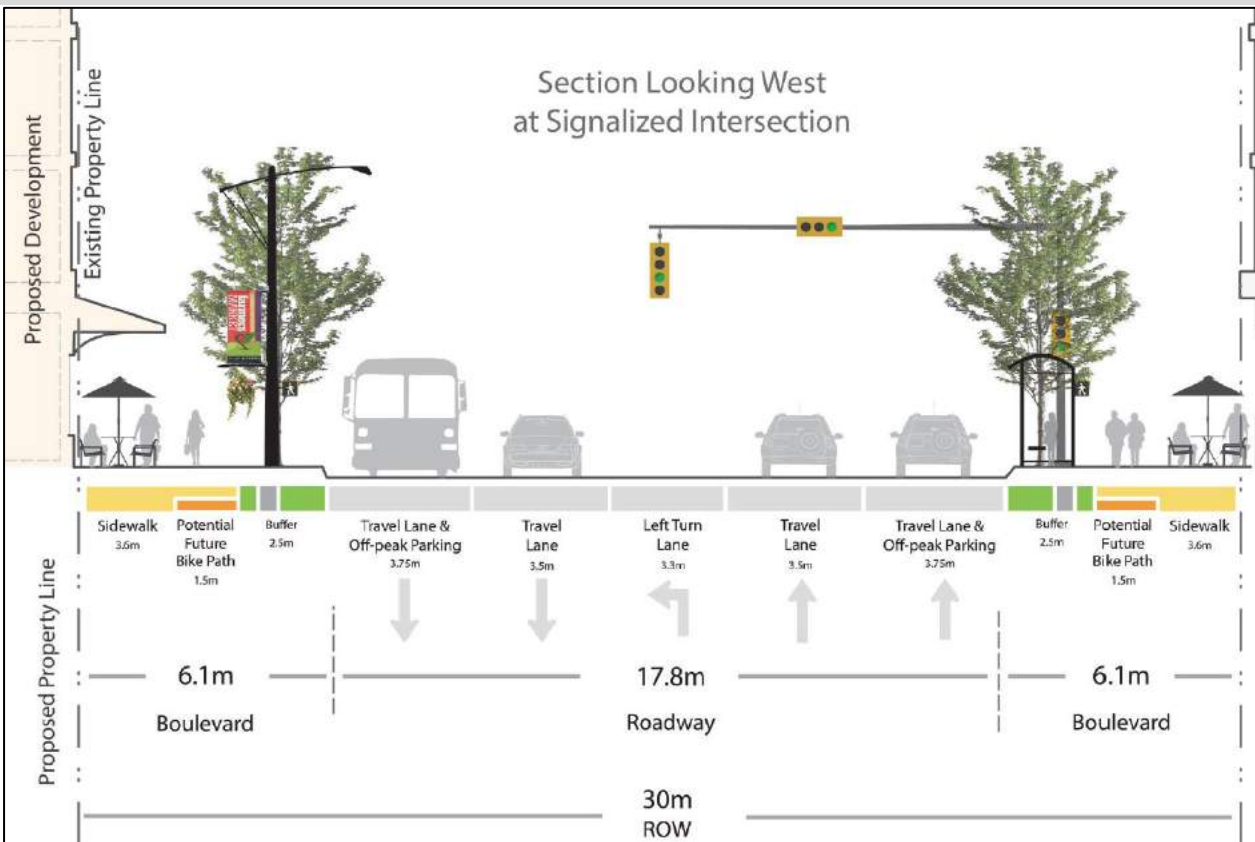
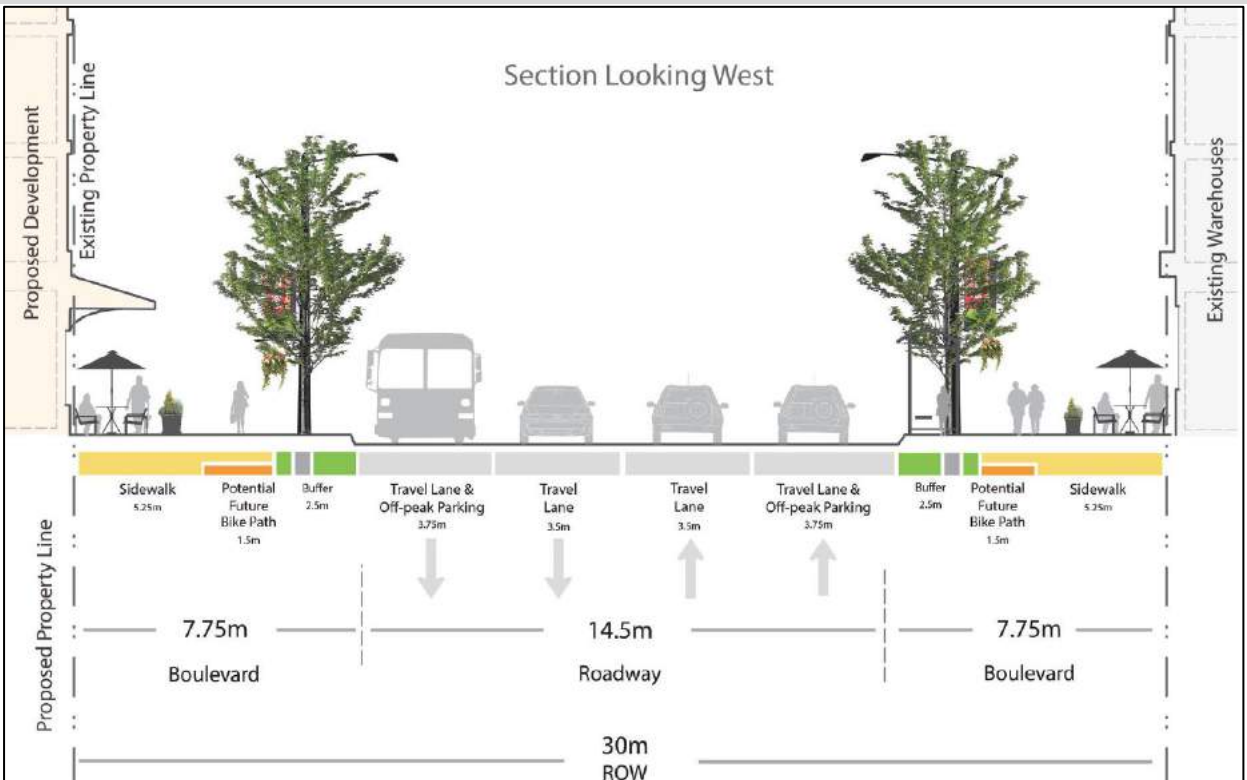
### **7.2. Policy**

- a) The location of transportation infrastructure and the alignment of streets should be in general conformity with Figure 7; however, concept plans and plans of subdivision may accommodate variations without an amendment to this Plan being required.
- b) Streets and lanes within the Plan Area shall support convenient mobility and wayfinding through an interconnected configuration and multiple access points to Dewdney Avenue and, where appropriate, a fine grain block pattern.

#### **Dewdney Avenue**

- c) Dewdney Avenue shall be designed as a landscaped boulevard and:
  - i. Shall include wide sidewalks, suitable for pedestrian strolling and sidewalk shopping.
  - ii. May include a multi-use pathway or bike path.
  - iii. Should be in general conformity with Figure 6; however, the City may consider variations to the concept shown without an amendment to this Plan.

**Figure 6 – Dewdney Avenue Design (conceptual only)**



### **Pedestrian Bridge**

- d) A pedestrian bridge connecting the Plan Area to lands south of the railway corridor (Regina Downtown) should be constructed, which:
  - i. Is located approximately as shown on Figure 7.
  - ii. Connects, on both ends, to public or quasi-public spaces.
  - iii. Represents a safe, active and inviting environment, in all seasons, that is also fully accessible.
  - iv. Reflects a high-level of urban design aesthetics.

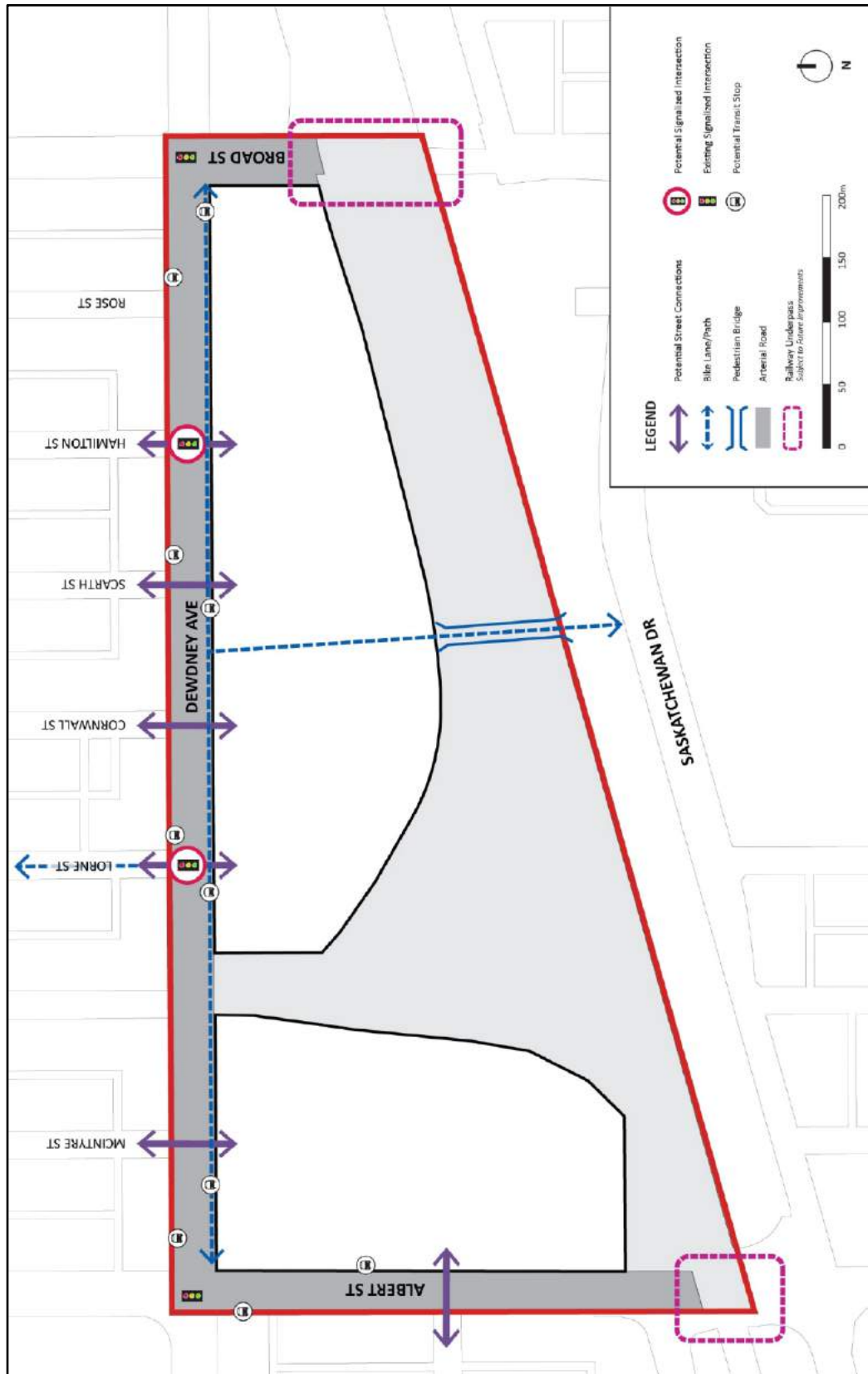
### **Railway Underpasses**

- e) The City shall undertake upgrades to the railway underpasses at Albert Street and Broad Street in order to improve the pedestrian experience, which should include general refurbishment and repair; enhanced lighting; wall/ mural art and, where appropriate, improvements to sidewalks.

### **Parking and Loading**

- f) Loading, servicing and surface parking areas shall be located to the rear or side of associated building and screened from view from the perspective of fronting street, with the exception of:
  - i. Special needs/ accessible parking.
  - ii. Parking that is main/ principal use of a parcel.
- g) Parking for buildings should primarily be accommodated underground or, where not feasible, be located to the rear or side of buildings.
- h) Above-ground parking structures (garages) shall not be permitted to front, directly, Dewdney Avenue, Albert Street or Broad Street.

Figure 7 – Mobility Plan





## **8. Servicing**

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### **8.1. Overview**

The purpose of this section is to provide policy direction for the implementation of utility services (e.g. water, wastewater, stormwater) within the Plan Area. The servicing strategy for this Plan focuses on the Railyard Site, as the other lands within the Plan Area are either substantially developed or form part of the ongoing railway facilities. Further, the figures of this Plan illustrate the major servicing connection points only, as the detailed, internal, networks will be identified through the concept plan process. A summary of the servicing strategy follows:

#### Water Servicing

- The Railyard Site is proposed to include two tie-ins to an existing 600mm watermain within Dewdney Avenue, at the intersection of Dewdney Avenue and Lorne Street and the intersection of Dewdney Avenue and Hamilton Street.
- Upgrades to the city-wide water system, will provide service to the new development.

#### Wastewater Servicing

- To service the Railyard Site, a connection to the existing 375mm sanitary sewer main at the intersection of Hamilton Street and Dewdney Avenue is proposed.
- Existing topography, as well as the existing invert elevations at the tie-in point of the existing 375 sanitary sewer main, suggests the Railyard Site to be serviced via gravity flow; there is not expected to be a need for an internal lift station.
- Upgrades to the city-wide wastewater system, will provide service to the new development.

#### Stormwater Servicing

- An internal underground network that ties into an oversized in-line detention storage is proposed to service the Railyard Site, for both design storms (1 in 5 and 1 in 25 year).
- The system will discharge at a restricted release rate to existing underground detention storage for the existing Broad Street Lift Station.
- Existing topography, as well as the existing invert elevation at the tie-in point of the existing storm main, allow the entire Railyard Site to be serviced via gravity flow; there is no need for an internal lift station.

## **8.2. Policy**

- a) Major water, wastewater and stormwater servicing should be in general conformity with Figures 8-10 and as described in Section 8.1; however, the City may permit an alternate servicing plan without an amendment to this Plan being required.
- b) Notwithstanding Policy 8.2(a), water, wastewater and stormwater servicing, including networks internal to the Railyard Site, shall be in general conformity with servicing reports prepared to the City's satisfaction, and submitted to the City through the concept plan process or, at the City's discretion, rezoning or subdivision.
- c) At the time of concept plan approval, a water servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan.
- d) At the time of concept plan approval, a wastewater servicing report shall be prepared for the Railyard Site, prior to approval of the concept plan and shall conform to the Wastewater Master Plan that is in effect.

Figure 8 – Water Servicing

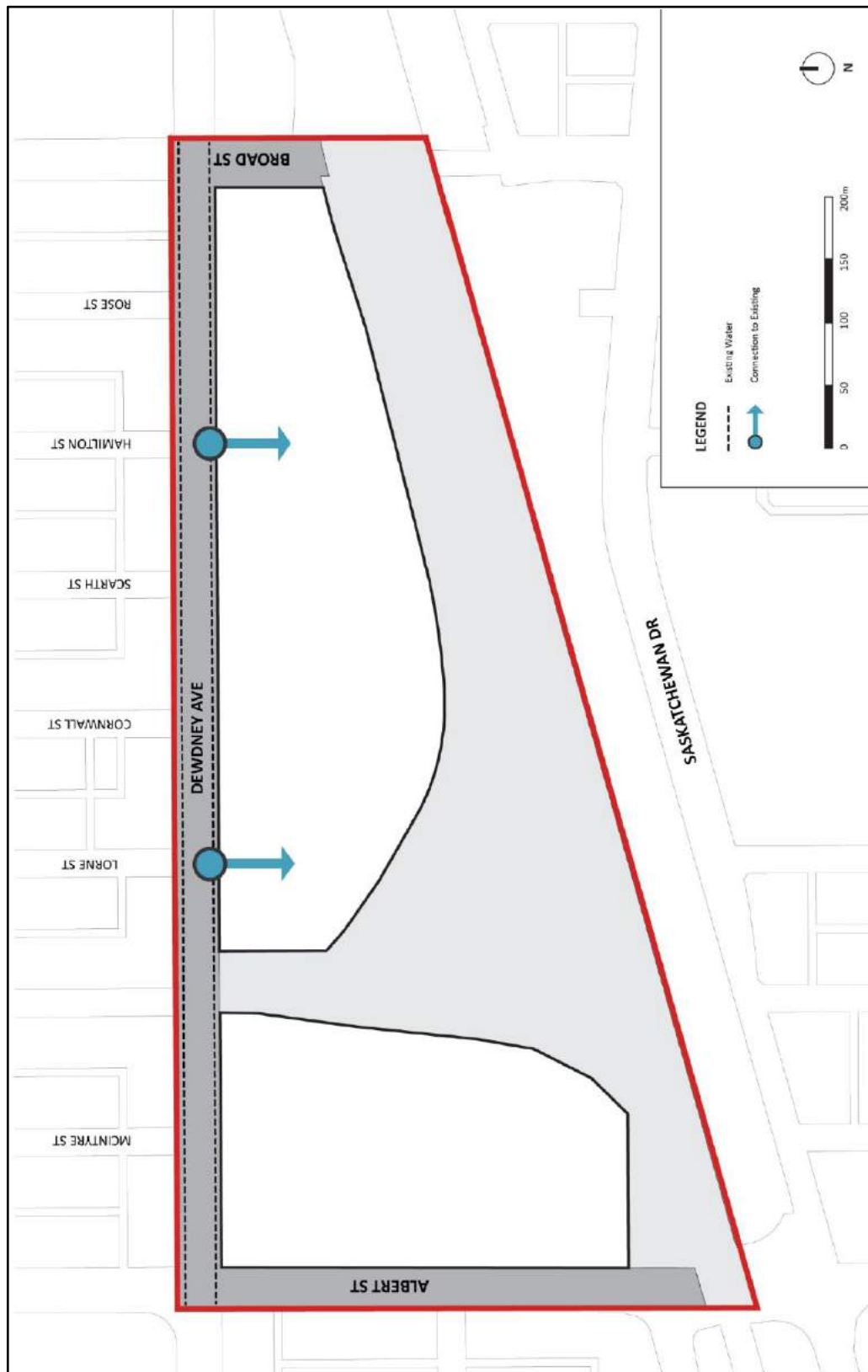


Figure 9 – Wastewater Servicing

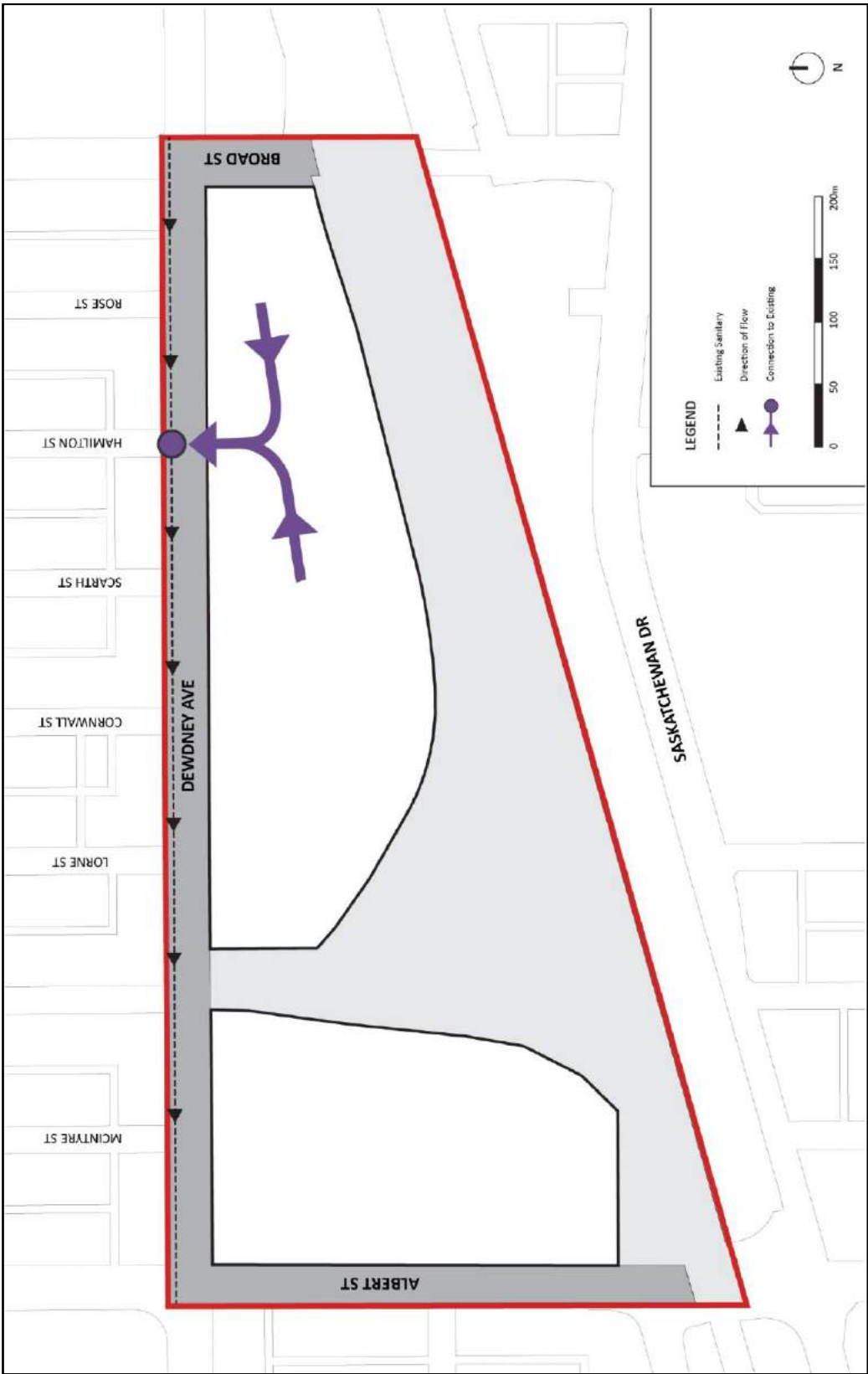


Figure 10 – Stormwater Servicing





## 9. IMPLEMENTATION

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### 9.1. Overview

This Plan provides policy direction for the growth, development and servicing of the Plan Area, as well as direction for more detailed planning and engineering work that will occur overtime. Prior to development occurring, a concept plan must be prepared, followed by rezoning. The concept plan and zoning designation must be in conformity with this Plan but should respond to a defined and articulated development concept. Site improvements required for development include remediation of impacted areas and the construction of utility infrastructure. Additionally, the City will be pursuing other upgrades, as noted below, which will enhance the site. This inventory is not exhaustive and the prioritization schedule is subject to change.

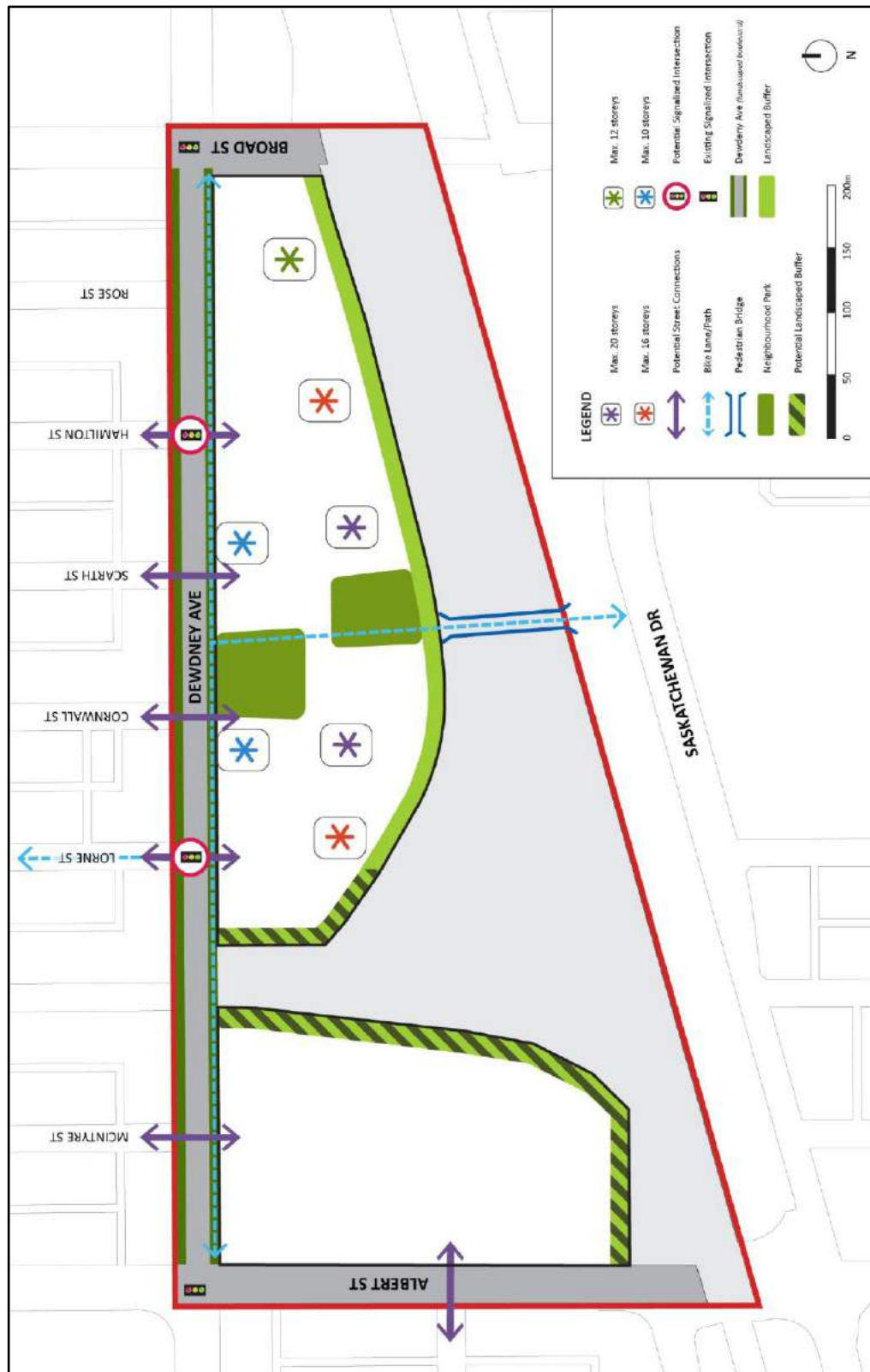
Project	Priority
• Dewdney Avenue Upgrade (1 <sup>st</sup> Phase)	Initial
• Landscaped Buffer	Initial
• Albert Street and Broad Street Underpasses	Secondary
• Neighbourhood Park (Interim)	Secondary
• Dewdney Avenue Upgrade (2 <sup>nd</sup> Phase)	Secondary
• Internal Street/ Utilities	As Per Build-Out
• Neighbourhood Park (Ultimate)	As Per Build-Out
• Pedestrian Bridge	Future

### 9.2. Policy

- a) As a prerequisite for rezoning, subdivision or development approval, within Mixed-Use Areas B, C and D, as shown on Figure 2, the City may require that:
  - i. Any further, or more detailed, environmental site analysis or geotechnical analysis and/or Quantitative Risk Assessment be undertaken and submitted to the City and/ or Government of Saskatchewan.
  - ii. Any site remediation required by the City and/ or Government of Saskatchewan be undertaken.
  - iii. It be demonstrated that the site is suitable for the intended use, from the perspective of geophysical, environmental and land-use compatibility conditions, or can be made suitable through particular measures.
  - iv. It be demonstrated that an adequate level of utility and transportation services can be provided without significantly diminishing servicing levels elsewhere.
- b) As a prerequisite for rezoning or subdivision approval, within the Railyard Site area, as shown on Figure 2, a concept plan must be approved.
- c) An amendment to the Zoning Bylaw may be required to ensure that development is in accordance with the Vision, Principles and Policies of this Plan; however, the

specifications of this amendment (e.g. applicable regulations, land area, timing) may be deferred until a proposed development/ land-use application warrants the amendment.

## Appendix A – Master Plan

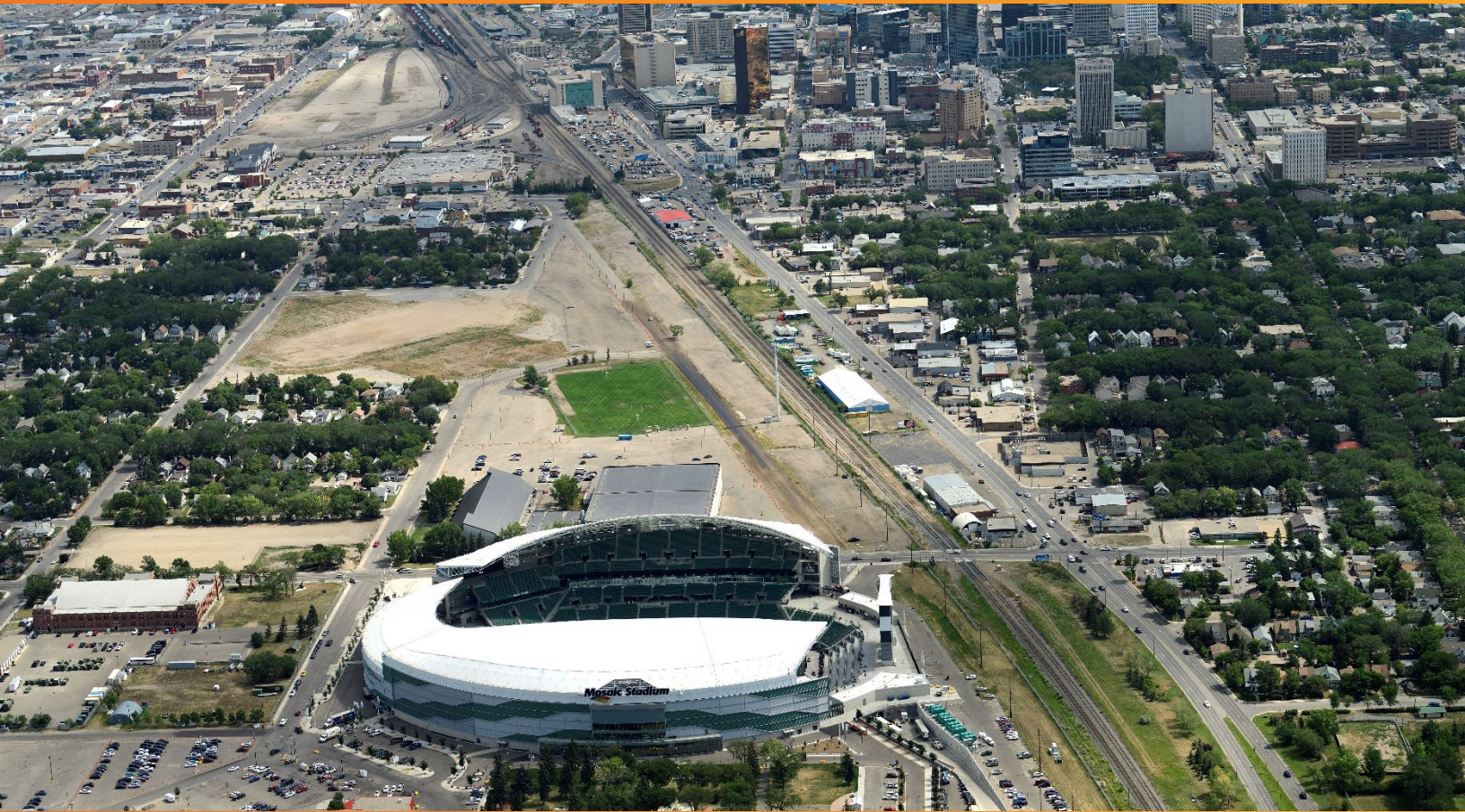




# Saskatchewan Drive Corridor Plan

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OCP – Part B.21



## PART B.21

### Saskatchewan Drive Corridor Plan

Enactment			
		Date	Bylaw
Approved	City of Regina	August 21, 2024	2024-52
	Government of Saskatchewan	October 7, 2024	N/A
Amended			

This Corridor Plan forms part of:

***Design Regina: The Official Community Plan Bylaw No. 2013-48***

Enactment of this Neighbourhood Plan is authorized through Section 29 of:

***The Planning and Development Act, 2007***

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# 1.0 Introduction

## 1.1 Purpose

The Saskatchewan Drive Corridor Plan (“Plan” or “Corridor Plan”) aims to facilitate the transformation of a 3-kilometre segment of the corridor between McTavish Street and Winnipeg Street into a multi-modal “Grand Avenue” that functions as a primary gateway into the centre of the city. The Plan considers the future of Saskatchewan Drive and how it can evolve over the next 30 years through a variety of public and private sector developments and initiatives. It is intended to build on and directly implement the Official Community Plan’s vision of environmental integrity, social well-being, and economic vibrancy.

Major below-grade infrastructure upgrades are required in the corridor to replace aging infrastructure, service existing development and accommodate future growth. These upgrades are the impetus for the Corridor Plan as they present an opportunity to improve the character of the corridor while enhancing the mobility network for all modes of transportation. The Corridor Plan is a tool for City Council and the community to manage this change in an efficient, transparent, and effective manner. While the Plan addresses a range of topics, the primary focus is twofold: to articulate the design concept for the Saskatchewan Drive road right-of-way including the public realm, and to provide land use direction along the corridor that guides future private development within the area. This direction aims to create a more vibrant, liveable centre and a balanced mobility network where walking, cycling and public transit are inviting and accessible for all.

## 1.2 Regulatory Context

The Saskatchewan Drive Corridor Plan is informed by and related to a hierarchy of plans, policies and tools used by the City of Regina (City) to guide land use and development across the city. These tools range from high level citywide plans like the Official Community Plan (OCP) to more detailed regulations in the Zoning Bylaw. The Saskatchewan Drive Corridor Plan is a type of secondary plan that forms part of the OCP and provides more specific direction on the evolution of Saskatchewan Drive and the redevelopment of the properties within the Plan Area. Secondary plans (OCP – Part B) must be in conformity with the OCP – Part A, Citywide Plan. Secondary plans provide a bridge between the high-level policy of OCP – Part A and the detailed land use regulations of the Zoning Bylaw.

### Official Community Plan (“Design Regina”) | 2013

The *Design Regina: The Official Community Plan Bylaw No. 2013-48* is a long-term plan used to guide the city’s growth to 300,000 people by providing a comprehensive policy framework for the physical, environmental, economic, social and cultural development of the city. The OCP encourages more sustainable transportation choices for all citizens which means adopting a complete streets framework for the revitalization of existing streets, ensuring street design is compatible with the intended land use and built form, and incorporating a pedestrian strategy that provides continuous high quality, connected, safe and universally accessible walking experiences.

The OCP supports investment in an attractive and safe public realm including pedestrian friendly and lively streets. It also directs new built form to complement, enhance and accentuate adjacent streets, and supports the development of a mixed-use environment with design and density emphasis adjacent to major corridors.

### Cathedral Neighbourhood Plan

The western portion of the Saskatchewan Drive Corridor Plan Area is included in the Cathedral Area Neighbourhood Plan (OCP Part B.6). This plan provides direction for future land use and development in the community which is characterized primarily by a mix of low and medium density residential development. Saskatchewan Drive forms the northern boundary of the community where it currently accommodates a range of commercial and light industrial uses. The policy objective for the “Saskatchewan Drive Commercial District” in Cathedral is to encourage long-term redevelopment along Saskatchewan Drive that is more compatible with the residential area to the south.

### Downtown Neighbourhood Plan

The middle portion of the Saskatchewan Drive Corridor Plan area is included in the Regina Downtown Neighbourhood Plan (OCP Part B.4). This neighbourhood plan recognizes Saskatchewan Drive as a “significant opportunity area” that is underutilized and could be transformed into a place of “vitality and beauty”. Saskatchewan Drive is part of the “Downtown Edge Precinct” where higher buildings are appropriate for both residential and commercial development. The Downtown Neighbourhood Plan suggests redevelopment on Saskatchewan Drive should facilitate future linkages and serve as a transition between the Warehouse District north of the Canadian Pacific Railway and the Downtown Edge Precinct.

### Core Area Neighbourhood Plan

The eastern portion of the Saskatchewan Drive Corridor Plan Area is included in the Core Area Neighbourhood Plan (OCP Part B.8) for the neighbourhood formerly referred to as ‘the Core’ and now called Heritage. The goal of the plan is to improve the Heritage (Core) Neighbourhood by enhancing its viability as a residential neighbourhood. To accomplish this, the *Core Area Neighbourhood Plan* addresses several community needs including incorporating measures to limit through traffic from Saskatchewan Drive onto local streets.

The Core Area Neighbourhood Plan also aims to strengthen the residential character of the neighbourhood by encouraging a more appropriate transition from the mix of commercial uses downtown and along Saskatchewan Drive into the residential areas in the community.

### Transportation Master Plan (TMP) | 2017

The TMP identifies a vision for Regina’s transportation network over the next 25 years and includes comprehensive multi-modal transportation policy for all modes of transportation – walking, cycling, transit and vehicles.

*“A Complete Street is a street where the entire corridor is planned, designed, operated and maintained to ensure that users of all ages, abilities, and modes of transportation can use the street safely.”*  
- City of Regina, *Transportation Master Plan*

To align with the TMP’s goal to create a sustainable transportation network, improvements to the Saskatchewan Drive corridor will follow key TMP directives. These directives include enabling a range of transportation choices for all, integrating transportation and land use planning, elevating public transit, promoting active transportation for healthier communities, and optimizing road network capacity.

## City Centre Core Framework | 2021

This framework supports decision-making and economic development by articulating a collective vision between the City of Regina, Regina Downtown Business Improvement District Limited (RDBID), Regina's Warehouse Business Improvement District (RWBID) and Regina Exhibition Association Limited (REAL). The framework supports coordinating processes, complementary land uses, and the development of infrastructure required to support and connect development in the areas that make up the City Centre Core. These areas include the Saskatchewan Drive Corridor Plan area, the Yards Neighbourhood, RWBID, RDBID, the Taylor Field lands, and the lands and facilities managed by REAL.

### ***"The Great Connection – Saskatchewan Drive Corridor***

*The corridor of connectivity is designed with purpose, pride and visual intent. Connecting the great places of our city, this corridor will be inviting, engaging, seamless and safe. A purposeful thread that engages the great places in the City Centre Core with the lives, businesses and experiences of a thriving city. Embracing the functional role that it must play while concurrently celebrating the story of an inclusive and vibrant community."*

- City Centre Core Framework

## Regina Transit Master Plan (RTMP) | 2022

The RTMP identifies actions for Regina Transit to implement over the next 25 years to improve transit and expand mobility options for residents, employees and visitors in Regina. Improvements to Saskatchewan Drive will consider the short, mid and long-term transit objectives identified in the RTMP which include, but are not limited to, enabling more frequent service and facilitating better connectivity and accessibility to bus stops.

### 1.3 Plan Interpretation

#### 1.3.1 How to Use the Plan

The Saskatchewan Drive Corridor Plan is intended to be used by City Council, City of Regina staff, community members and developers to guide and evaluate potential change. This guidance extends to the evaluation of development applications, capital projects and community initiatives and programs.

The Corridor Plan is adopted as part of Regina's OCP and is used in conjunction with the OCP and other Neighbourhood Plans to guide and support decision making.

The document is intended to guide and inform evaluation of development applications, but it must not be considered independently of other municipal planning documents.

General OCP policies establish the broad vision and framework for growth and change in the community. Plans that focus on smaller geographic areas, such as the Corridor Plan and Neighbourhood Plans, provide more detailed guidance at the local level, aligning with and building on the broad directions of the OCP.

The Corridor Plan Area overlaps with three Neighbourhood Plans – the Cathedral, Downtown and Heritage (Core) areas. In instances where there is conflict between the Saskatchewan Drive Corridor Plan and the existing Cathedral Neighbourhood Plan, Downtown Neighbourhood Plan or the Core Area Neighbourhood Plan, the policies in the Corridor Plan will prevail.

In instances where there is a conflict between the Official Community Plan (Part A – Citywide Plan) and the Saskatchewan Drive Corridor Plan, the OCP – Part A will prevail.

### 1.3.2 Policy Interpretation

When reviewing policies, key terms should be interpreted as follows:

- “Shall” or “will” equates to mandatory compliance.
- “Should” infers that compliance is generally expected, except where execution of the policy is not practical or where an exceptional situation applies, etc.
- “May” infers that execution of the policy is optional; however, where “may” is used in conjunction with a City directive, the City has final authority to require or waive execution of the policy.

### 1.3.3 Reference Interpretation

“Saskatchewan Drive Corridor Plan” refers to this policy document, which is Part B.21 of the OCP, and is often abbreviated as either “Corridor Plan” or “Plan”.

“Plan Area” refers to the geographic area subject to the policies of this Plan, as described in Section 2.0 Plan Area. Policies and requirements of this Plan apply to the Plan Area only.

### 1.3.4 Map Interpretation

Unless otherwise specified in this Plan, the boundaries or locations of any symbols or land use areas shown on a map are approximate only and are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as existing legal property lines, existing roads, or existing utility rights-of-way. The precise location of land use boundaries will be determined by the City at the time of rezoning, subdivision or other development applications.

### 1.3.5 Use Interpretation

To provide general direction respecting the intended use and development of areas throughout the Plan Area, the Plan references land uses that may require interpretation. When specific land uses are mentioned in this Plan, refer to OCP Part A and/or to the Zoning Bylaw for further clarification.

While this Plan provides broad policy direction relative to the intended use and development of an area, the ultimate definition and approval of land uses shall be further delineated at the rezoning stage.

## 2.0 Plan Area

The Saskatchewan Drive Corridor Plan Area includes a 3-kilometre portion of the road in the heart of the city between McTavish Street to the west and Winnipeg Street to the east as shown on **Map 1**. The Plan Area crosses three neighbourhoods – Cathedral, Downtown and Heritage (Core), and includes the roadway and the properties directly adjacent to the street (refer to **Map 2**).

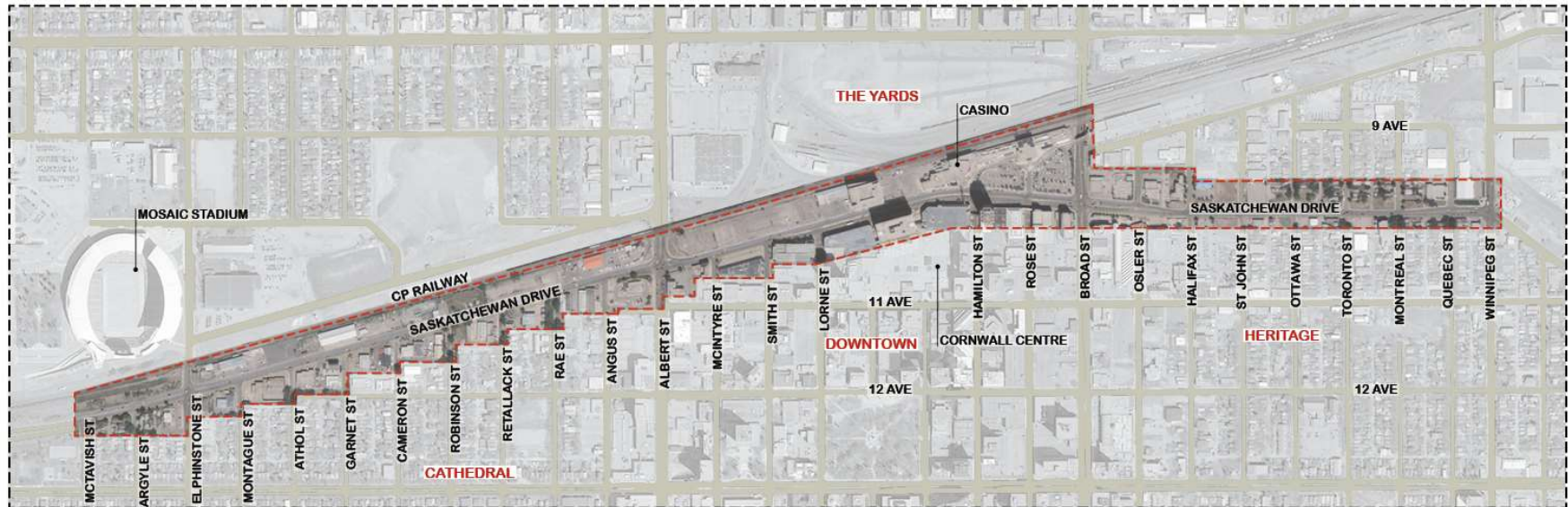
Saskatchewan Drive is a gateway to the core of the city and serves as an important east-west connector to the Downtown linking residents and visitors to key employment areas, services, and cultural and entertainment facilities.



The Canadian Pacific Railway mainline forms the northern boundary of the Plan Area through the Cathedral Neighbourhood and the Downtown. East of Broad Street in the Heritage (Core) Neighbourhood the corridor is framed by development on both sides of the street.

The policies of this Corridor Plan apply to the area shown on **Map 1: Plan Area**; however, the directions of this Plan should be considered in planning and development applications associated with properties in close proximity to the Plan Area boundary.

MAP 1: PLAN AREA

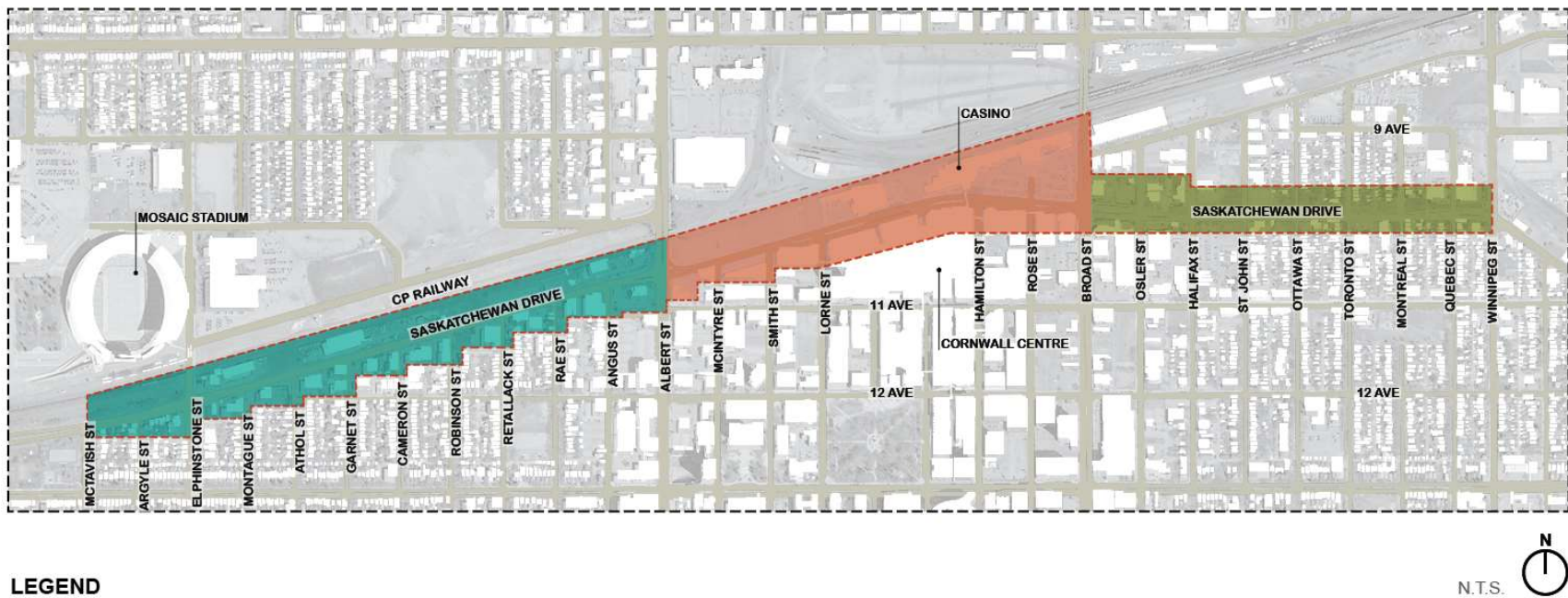


**LEGEND**

--- Plan Area Boundary



MAP 2: NEIGHBOURHOOD AREAS



**LEGEND**

- Cathedral Neighbourhood
- Downtown
- Heritage (Core) Neighbourhood

Plan Area Boundary

## 3.0 Vision

- 3.1 Saskatchewan Drive will continue to be a key gateway to the City Centre that celebrates the unique culture and heritage of the region. The corridor will be designed to improve safety and enhance multi-modal connectivity for commuters and pedestrians. An enhanced public realm will support quality of life along the corridor and for adjacent neighbourhoods.

## 4.0 Plan Objectives

- 4.1 The Plan is informed by the following Plan Objectives:
- a) Design a safe and accessible environment for all users;
  - b) Provide more mobility options for citizens;
  - c) Enhance connectivity to and along the corridor;
  - d) Deliver an attractive and high-quality public realm that supports street life;
  - e) Support a mix of uses while ensuring buildings are compatible with surrounding neighbourhoods; and
  - f) Design sustainable infrastructure that conserves resources and minimizes impacts on the environment.

## 5.0 Land Use

- 5.1 Policy in this section relates to the use of land in the Plan Area which is intended to help create more activity along Saskatchewan Drive while ensuring new uses are compatible with adjacent neighbourhoods.
- 5.2 Future rezoning and proposed developments shall be consistent with the land uses shown on **Map 3**.
- 5.3 New auto-oriented uses shall not be permitted. These include, but are not limited to, gas/service stations, auto repair shops, tire shops, car washes, drive-through restaurants, outdoor/vehicle sales lots and principal use parking lots.
- 5.4 Notwithstanding policy 5.3, auto-oriented uses, excluding principal use parking lots, may be considered by the City for new or redevelopments at the intersection of Saskatchewan Drive and Winnipeg Street, or expansions to existing uses at other locations along the corridor, if the development meets the overall intent of the Plan.
- 5.5 Institutional uses may be considered where the uses are compatible, appropriate, and consistent with the intent of the surrounding areas.
- 5.6 Developments located within close proximity to the railway, particularly within the Downtown, will consider national best practice guidelines to apply appropriate setbacks or other mitigative measures.

### Landscape Buffer Area

- 5.7 A new linear greenspace shall be located along the north side of Saskatchewan Drive between Elphinstone Street and Albert Street, as shown on **Map 3**, to function as a landscape buffer between the railway and development on Saskatchewan Drive.
- 5.8 The Landscape Buffer Area will:
- a) Provide a buffer between the railway and the Cathedral neighbourhood; and
  - b) Be designed to ensure public safety including safe pedestrian access to transit.
- 5.9 This linear landscape buffer area may:
- a) Act as a future utility corridor and public greenway that provides options for passive recreation, naturalized green spaces and gardens;
  - b) Include a multi-use pathway to support multi-modal connectivity; and
  - c) Provide site-specific placemaking opportunities and incorporate opportunities for public art.

### Commercial Use Area

- 5.10 The Commercial Use Area, as shown on **Map 3**, will permit a range of predominantly commercial uses with pedestrian oriented street-fronts intended to activate the corridor. Active commercial uses may include but are not limited to a variety of retail uses, personal services, and restaurants. Small-scale office use (less than 1,000 m<sup>2</sup>) is permitted, preferably located above the ground floor.
- 5.11 Vertical mixed-use (commercial use at-grade with residential use above) or multi-unit residential developments may be considered where they meet the intent of the Commercial Use Area and are deemed appropriate by the City.
- 5.12 Limited outdoor loading, servicing, and storage that are accessory to a principal use should occur at the rear of buildings or along side streets where the scale of such activities does not unduly conflict with the residential uses in the area or create nuisances through their operations within and outside a building.

### Downtown Mixed-Use Area

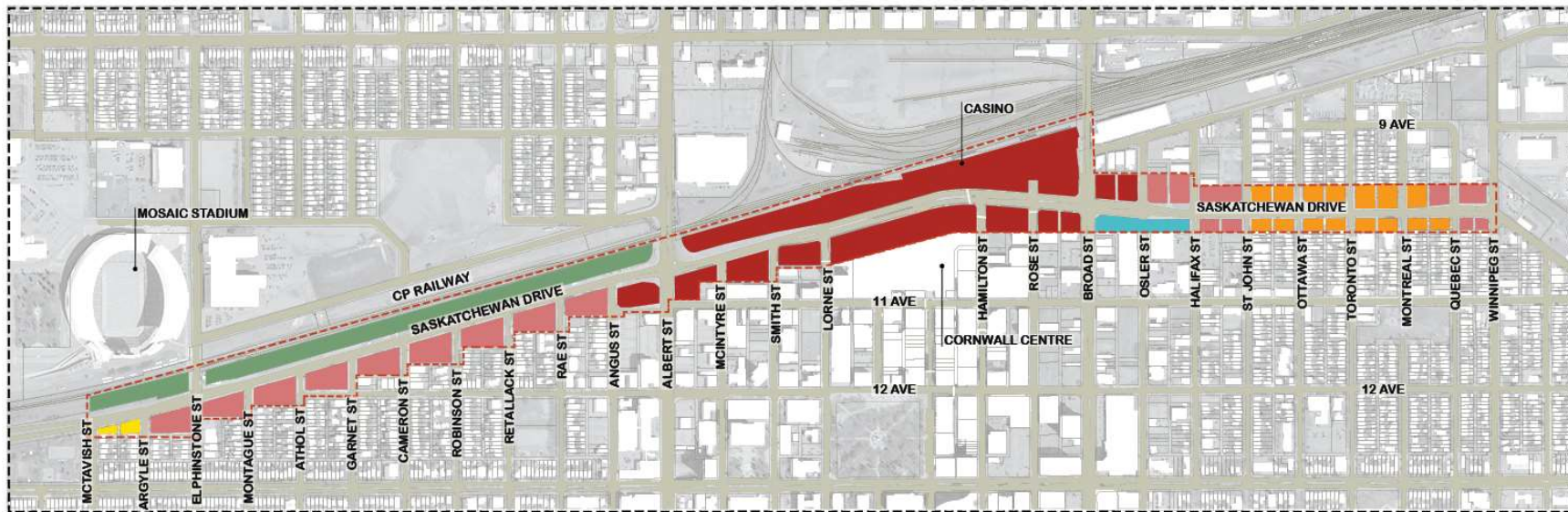
- 5.13 The Downtown Mixed-Use Area, as shown on **Map 3**, will continue to promote uses that support the city's business centre and variety of uses in the Downtown core.
- 5.14 The predominant land uses in this Area should be consistent with the Downtown Neighbourhood Plan and Direct Control District for the Downtown which include but are not limited to offices, retail stores, restaurants and multi-unit residential/ mixed-use developments.
- 5.15 The Downtown Mixed-Use Area should support a variety of uses at street level that promote pedestrian activity and contribute to a more vibrant environment along Saskatchewan Drive.



### Medium Density Mixed-Use Area

- 5.16 The Medium Density Mixed-Use Area, as shown on **Map 3**, will support a mix of uses with a focus on medium density residential development, commercial and community service uses that promote activity on Saskatchewan Drive.
- 5.17 Mixed-use development should encourage commercial uses at-grade to support a pedestrian focused streetscape.
- 5.18 Principal use commercial buildings and medium density residential buildings may be considered by the City when the design of new development demonstrates active frontage on Saskatchewan Drive.

**MAP 3: LAND USE POLICY AREAS**



**LEGEND**

- Plan Area Boundary
- Landscape Buffer Area
- Commercial Use Area
- Downtown Mixed Use Area
- Medium Density Mixed-Use Area
- Institutional Use Area
- Residential Use Area



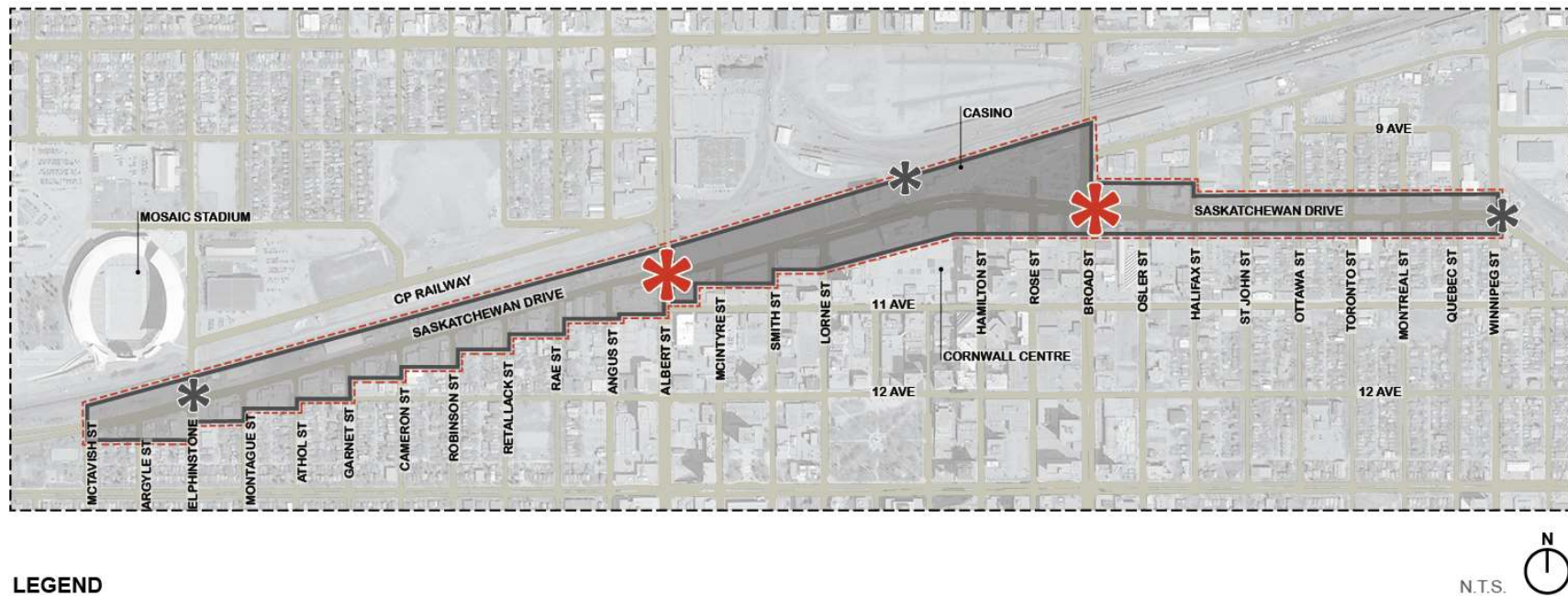
## 6.0 Built Form + Site Design

- 6.1 Policy in this section addresses the relationship between proposed buildings, the street and existing development.
- 6.2 Development should contribute to an active pedestrian-oriented streetscape throughout the Plan Area by:
- a) Expanding and improving the public realm;
  - b) Creating a consistent street wall that is pedestrian-scaled;
  - c) Locating active uses at-grade and providing a fine grain of building articulation with multiple entrances on long building faces;
  - d) Locating entrances and windows along the street with appropriate glazing to ensure views into and out of at-grade units are open and clear; and
  - e) Limiting uncomfortable conditions (e.g. wind) for pedestrians.
- 6.3 Blank walls facing streets shall be prohibited.

### Buildings + Setbacks

- 6.4 To define the streetscape and avoid disruption of the public realm, buildings should create a continuous street wall.
- 6.5 Parcels located on a corner at the intersection of two streets may be required to dedicate land for a corner cut to improve safety and enhance the public realm at intersections.
- 6.6 New buildings situated at gateway intersections, as shown on **Map 4**, should be designed to reinforce the corner and a sense of entrance and arrival. For example:
- a) Primary building façades should be oriented to the corner/intersection.
  - b) Architectural elements and landscape features should be incorporated which reinforce the intersection/corner and create a sense of identity and place.
- 6.7 New development should provide appropriate height transition to adjacent low-rise residential buildings to minimize the impact of new development on existing homes.
- 6.8 Building massing, orientation and fenestration should be designed to minimize impacts on existing private amenity spaces on adjacent properties. The City may consider rear setbacks greater than the required minimums in the Zoning Bylaw to help address these impacts.
- 6.9 Buildings should have prominent pedestrian entrances located on Saskatchewan Drive or a side street, with a direct connection to a sidewalk.

MAP 4: GATEWAY LOCATIONS



## Parking

- 6.10 New principal use surface parking lots are not permitted.
- 6.11 Structured parking facilities may be considered by the City; however, these buildings shall be designed to a high standard with the objective of screening parking through high quality façade treatments and other architectural elements.
- 6.12 New structured parking facilities shall incorporate active uses at-grade fronting Saskatchewan Drive and secondary streets.
- 6.13 The City will explore the viability of replacing surface parking lots associated with the Regina Police Service headquarters within the Heritage (Core) Neighbourhood with a structured parking facility.
- 6.14 Where surface parking is provided to support the primary use on the property, parking lots shall be located to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side of the property.



## 7.0 Public Realm

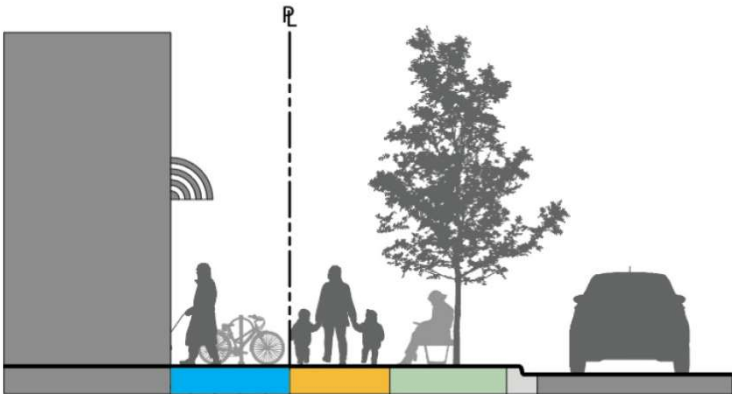
- 7.1 Policy in this section applies to the public realm which includes land within the public right-of-way: sidewalks, pathways, boulevards and the roadway, as well as privately owned spaces that are publicly accessible and abut the public right-of-way.
- 7.2 Public realm improvements shall facilitate safe and accessible active modes of transportation and contribute to Saskatchewan Drive's identity as a Grand Avenue with features stated in policy 7.3.
- 7.3 The public realm shall be designed to:
- a) Improve mobility, comfort, and linkages for active modes of transportation (pedestrians and cyclists);
  - b) Support the role of Saskatchewan Drive as a primary travel route for active modes (pedestrians and cyclists), transit users, and vehicles;
  - c) Optimize space and soil volumes for vegetation and trees to encourage a tree canopy that reduces the heat island effect, reduces wind, and improves stormwater run-off and aesthetics;
  - d) Consider integrating absorption and retention of stormwater within the linear green space with bioretention areas to convey, treat and attenuate stormwater runoff (e.g., rain gardens, absorbent landscaping, bioswales);
  - e) Provide consistent high-quality streetscape treatments such as decorative paving, lighting, street furniture, public art and planters to contribute to the street's identity as a Grand Avenue; and
  - f) Define gateway elements.

### Streetscape

- 7.4 Buildings, sidewalks, and public spaces shall be designed to provide a sense of comfort and security for pedestrians by providing boulevards to separate pedestrian and vehicular movement, encouraging activity throughout the day, providing 'eyes on the street', and defining and beautifying the public realm.
- 7.5 Where the recommended minimum public realm dimensions shown in **Figure 1** cannot be achieved within the public road right-of-way, additional building setbacks may be required, and public space may be secured through easements or public access agreements.
- 7.6 Development should provide a minimum building setback of 6.0 metres from the back of curb to provide adequate space for the public realm. The City may adjust this minimum setback where site constraints or opportunities impact the ability to develop the site.
- 7.7 Streetscape elements should include street trees, lighting, and street furniture to enhance the public realm and support pedestrian comfort.

Refer to **Appendix A: Potential Street Cross Sections** which illustrate improvements to the streetscape in the future public right-of-way.

Figure 1: Recommended Public Realm Zones + Interface with Private Frontage



<b>Private Frontage Zone</b> (may supplement the public realm in the road right-of-way)	<b>Width:</b> Variable
	<b>Uses:</b> Seating, bicycle racks, building and entrance projections, windows, signage, canopies.
	<b>Surface treatments:</b> Consistent with pedestrian zone.
<b>Pedestrian Zone</b>	<b>Width:</b> Minimum 1.8 metres
	<b>Uses:</b> Sidewalks and multi-use pathways kept clear of obstructions. Can be used for underground utilities.
	<b>Surface treatments:</b> Non-slip, smooth surface.
<b>Boulevard Zone</b>	<b>Width:</b> Minimum 2.1 metres
	<b>Uses:</b> Street trees, low impact development (LID) stormwater management, street furniture bicycle racks and bus stops. Can be used for underground utilities if space permits with street trees.
	<b>Surface treatments:</b> Vary depending on use – vegetation, concrete surface (Downtown), stormwater retention areas.

*Note: The information presented in Figure 1, including the table, is non-binding and intended to convey recommended minimum standards and the connection between the private and public realms.*

## Public Art

- 7.8 Public art should be incorporated into the Plan Area in both public spaces and private spaces that are accessible and visible from the public realm to help activate Saskatchewan Drive and affirm its identity as a Grand Avenue.
- 7.9 Public art that supports expression of the area's identity, Indigenous history, and local cultural and natural heritage is encouraged.

## Gateways

- 7.10 Primary and secondary gateways are identified on **Map 4**. Primary gateways are the main points of entry to the centre of the city and are located on the right-of-way of major road intersections. Secondary gateways may be located on private property or within a public right-of-way and are considered ancillary entry points to the centre of the city. The exception is at the intersection of Elphinstone Street where this is also a primary gateway to Mosaic Stadium and the REAL District.
- 7.11 All gateways should be built to a high-quality design standard with high-end finishes.
- 7.12 Primary gateways should incorporate:
  - a) Public art;
  - b) Directional and wayfinding signage;
  - c) Distinctive surface treatments for pedestrian crossings;
  - d) Wider sidewalks;
  - e) Enhanced lighting or illumination; and
  - f) Enhanced landscaping.
- 7.13 Utilities should be located out of public view at gateways.
- 7.14 Underpass infrastructure should be considered an extension of the Primary gateways at Albert Street and Broad Street where possible. This may include enhanced landscaping, creative lighting, railing details and art installations.
- 7.15 Explore opportunities to incorporate artistic elements into gateway design features.

Refer to **Figure 2** for examples of gateway elements including illumination, including illuminated underpasses, the use of public art to create a sense of place and identity, and vertical expressions of public art to facilitate wayfinding.

Figure 2: Examples of Gateway Elements

### Illumination



### Wayfinding & Landmarks



### Public Art / Artistic Elements

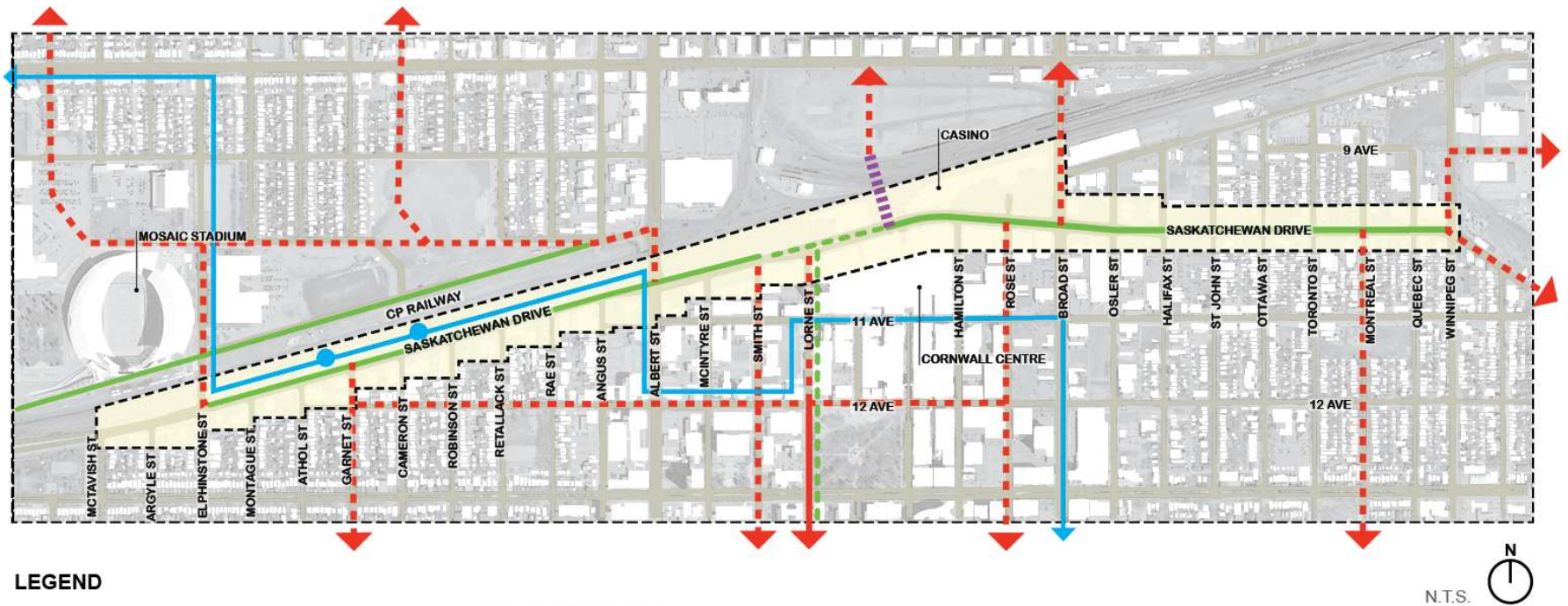


## 8.0 Mobility

- 8.1 Policy in this section is intended to facilitate improvements addressing the multi-modal nature of Saskatchewan Drive.
- 8.2 Street network improvements shall include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way in accordance with **Map 5: Multi-Modal Mobility**.
- 8.3 Street network improvements shall ensure safety for all modes and users and provide accessible options that connect to the broader network.
- 8.4 The reconstruction of Saskatchewan Drive shall be designed to:
- a) Improve comfort and safety for active transportation modes (pedestrians and cyclists) along the corridor including safe crossings;
  - b) Improve accessibility and barrier free movement along the corridor, including at transit stops;
  - c) Improve roadway safety for all users;
  - d) Improve multi-modal connectivity to existing and planned destinations (e.g., Downtown, REAL District, and Warehouse District); and
  - e) Manage access to properties to reduce conflicts between modes in the public realm and improve traffic flow. Refer to **Appendix B: Potential Access Management Strategy**.
- 8.5 Street design should align with the Complete Streets principles in Regina's Transportation Master Plan.
- 8.6 A continuous network of pedestrian sidewalks and multi-use pedestrian/bicycle pathways should be provided throughout the Plan Area in accordance with **Map 5: Multi-Modal Mobility**.
- 8.7 Parking, loading and servicing accesses for developments shall be consolidated and located in rear lanes and on side streets.
- 8.8 Street design should support barrier-free movement with safe and accessible curb ramp designs and level footpaths, and by removing obstructions from the pedestrian zone (e.g., power poles, waste receptables).
- 8.9 Sidewalks, crosswalks and signalized intersections should be designed to provide appropriate cues to the hearing and visually impaired such as auditory signals and tactile warning surfaces at crosswalks.
- 8.10 On-street parking is permitted on secondary streets that intersect with Saskatchewan Drive. Consideration should be given to slowing vehicular traffic in these areas by incorporating curb extensions on side streets, street trees, variations in paving materials and well-lit pedestrian crossings.



MAP 5: MULTI-MODAL MOBILITY



**LEGEND**

- New Multi-Use Pathway
- - - Potential Multi-Use Pathway
- Existing Cycling Route
- - - Future Cycling Route
- - - Potential Pedestrian Route
- Transit Route + Bus Stop
- - - Plan Area Boundary

8.11 Transit stops will be upgraded through streetscape redevelopment including:

- a) Design to facilitate accessible rider boarding and lighting;
- b) Improved shelters, seating, lighting, and passenger information; and
- c) Space for street trees.

Refer to **Appendix A: Potential Street Cross Sections** which illustrate how improvements to multi-modal mobility can be achieved in the future public right-of-way.

## 9.0 Servicing

9.1 Upgrades to water, wastewater and stormwater infrastructure shall be completed in accordance with the City's servicing plans and standards.

9.2 Upgrades to water, wastewater and stormwater infrastructure shall accommodate future growth projections and support intensification.

### Low Impact Development

9.3 Stormwater management in the Plan Area should incorporate Low Impact Development (LID) practices where possible, which rely on natural processes to manage water quality and quantity.

9.4 Natural landscape features should be incorporated into the design of medians and/or boulevards to improve stormwater management. LID practices include but are not limited to:

- Rain gardens;
- Bioswales;
- Permeable pavements;
- Naturalized drainage ways; and
- Rainwater harvesting for reuse.

## 10.0 Implementation

10.1 Upgrades to underground utilities will prompt above-grade improvements including measures to enhance roadway capacity and safety in the Plan Area. As such, access management strategies, such as the inclusion of a median, should limit and hasten the consolidation of driveway access from Saskatchewan Drive. Refer to **Appendix B** for conceptual approach to access management.

10.2 Driveways in Cathedral and Heritage (Core) areas should be closed/consolidated as soon as possible if they meet two criteria: 1) the driveway is a high conflict location; and 2) there is a clear existing alternative.

10.3 The City may require additional land at the north-east corner of Saskatchewan Drive and Albert Street for future higher order transit infrastructure (e.g. Bus Rapid Transit or Light Rail Transit).

10.4 Policies in this Plan do not address the specific situation or condition of each site within the Plan Area. As such, the policies in this Plan shall not be interpreted as an approval. Site conditions

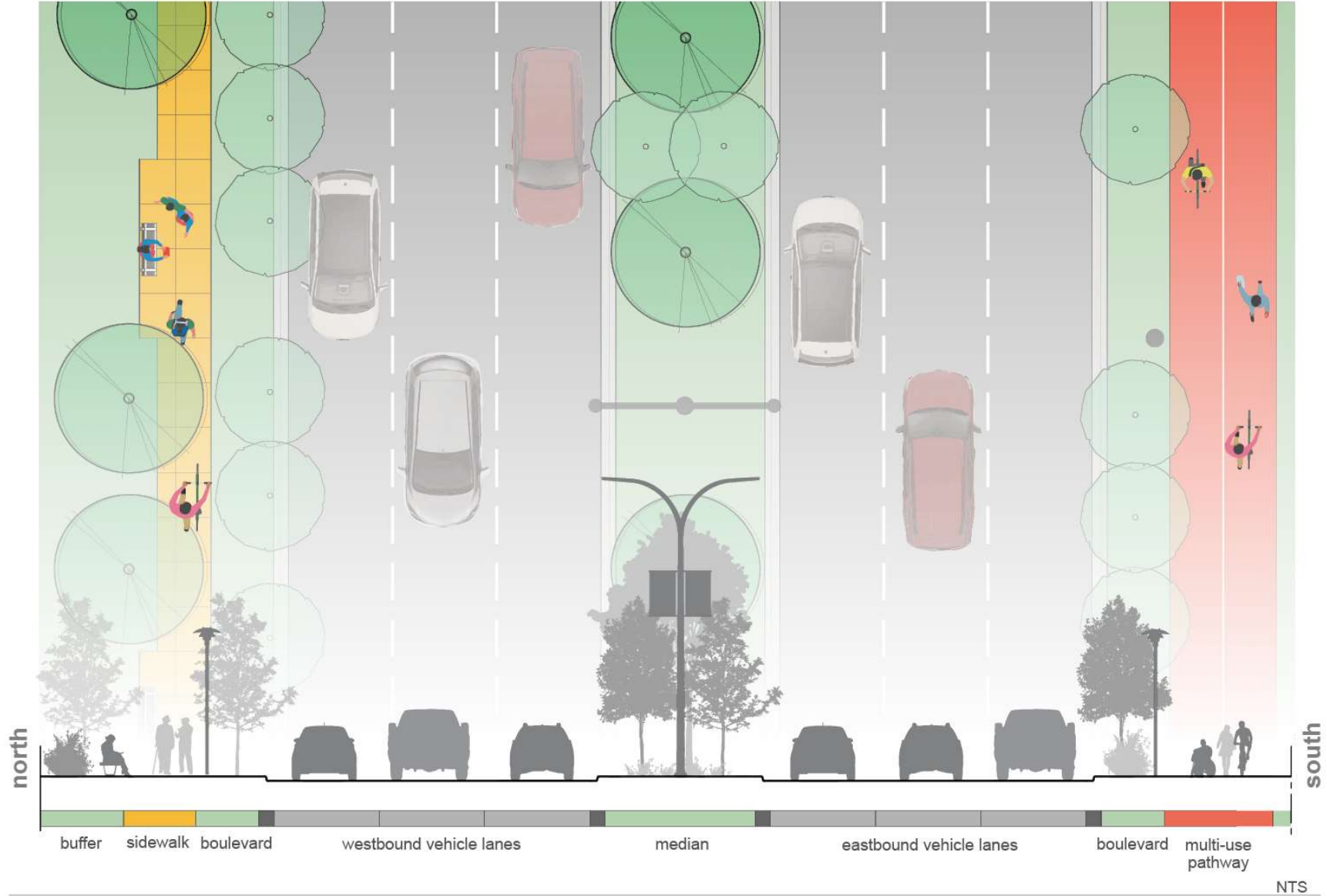
and constraints such as environmental contamination must be assessed on a case-by-case basis as part of rezoning, subdivision or development permit application.

- 10.5 Since this Corridor Plan is a long-term planning document, new concepts and ideas may arise over time that are not anticipated by this Plan and that may be constrained by or contradictory to certain policies. Where new concepts and ideas respond to and meet the intent of the Vision and Plan Objectives or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including amendments to the Plan.
- 10.6 Applications to amend this Plan to accommodate a proposed development shall be contingent on demonstration, to the City's satisfaction, that the proposed development is:
- a) In accordance with the Plan objectives; and
  - b) Is considered complementary and compatible with adjacent development.
- 10.7 At the City's discretion, this Plan may be subject to periodic reviews to ensure that the information and policies remain current and continue to reflect resident aspirations.
- 10.8 Notwithstanding any other part of this Plan, the Variance and Exception provisions authorized through the Zoning Bylaw shall apply.

# Appendix A

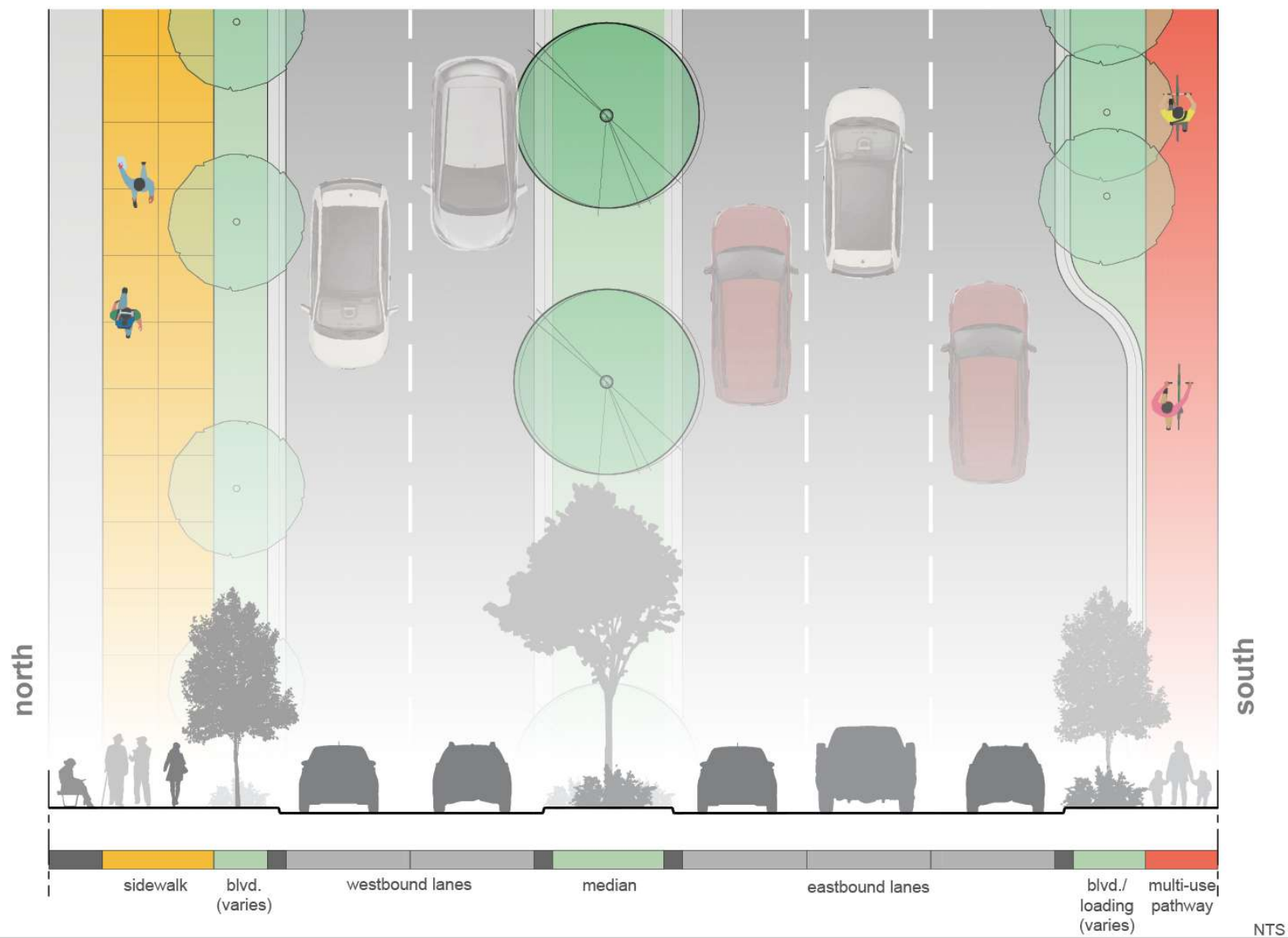
## Potential Street Cross Sections

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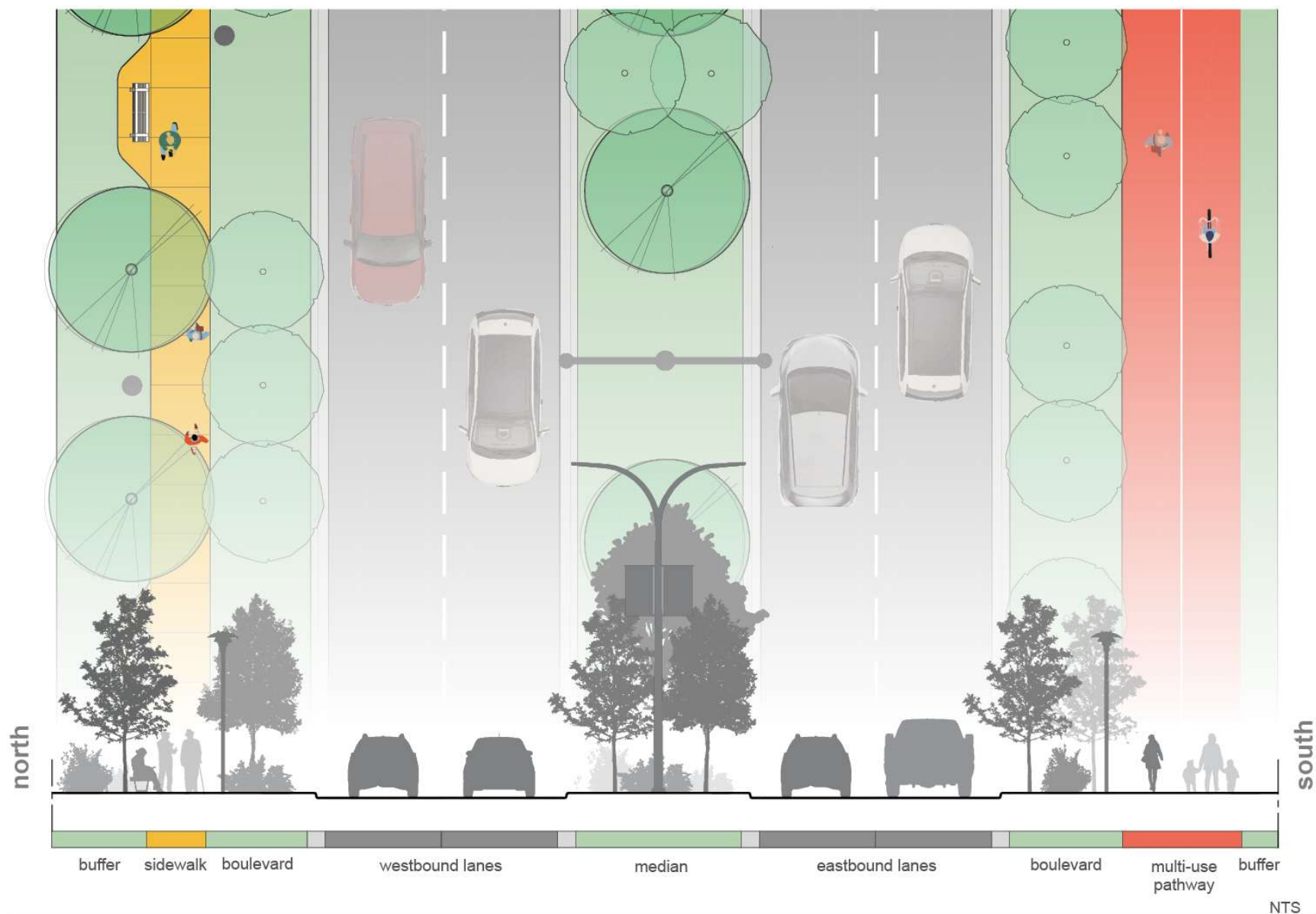


**FIGURE A.1: SASKATCHEWAN DRIVE CROSS SECTION – CATHEDRAL AREA**





**FIGURE A.2: SASKATCHEWAN DRIVE CROSS SECTION – DOWNTOWN**

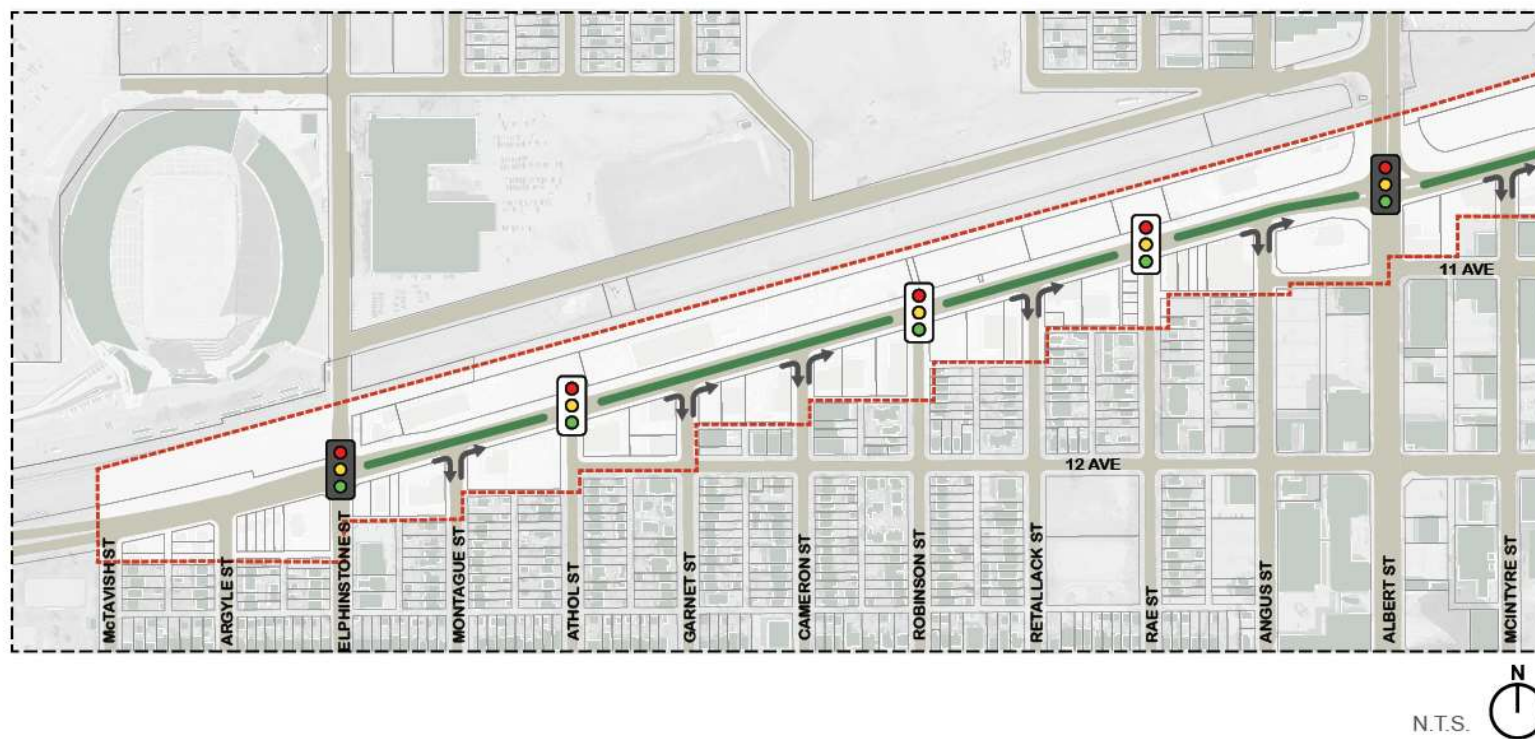


**FIGURE A.3: SASKATCHEWAN DRIVE CROSS SECTION – HERITAGE (CORE) AREA**

# Appendix B

## Access Management Concepts

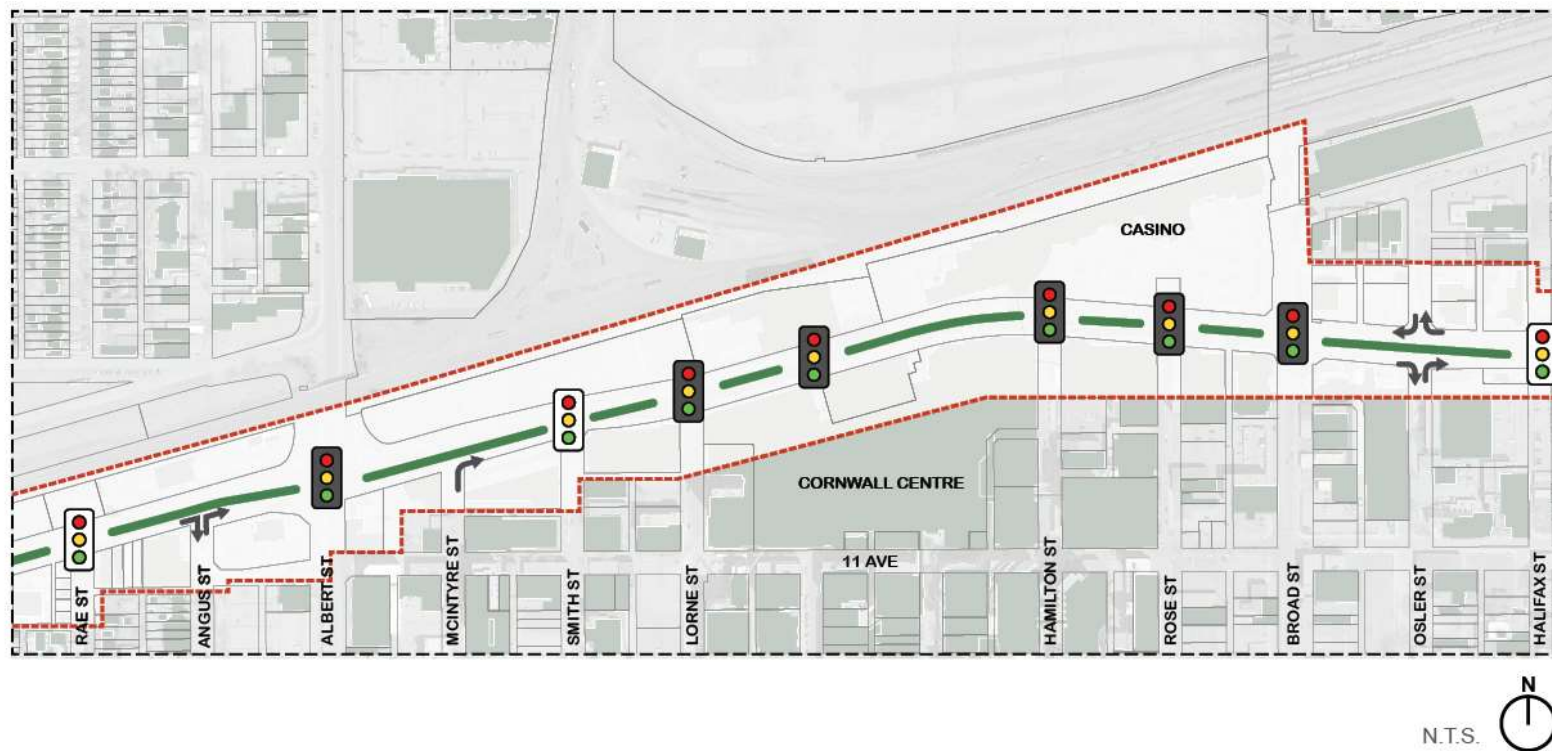
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## LEGEND

-  Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out

FIGURE B.1: ACCESS MANAGEMENT – CATHEDRAL AREA

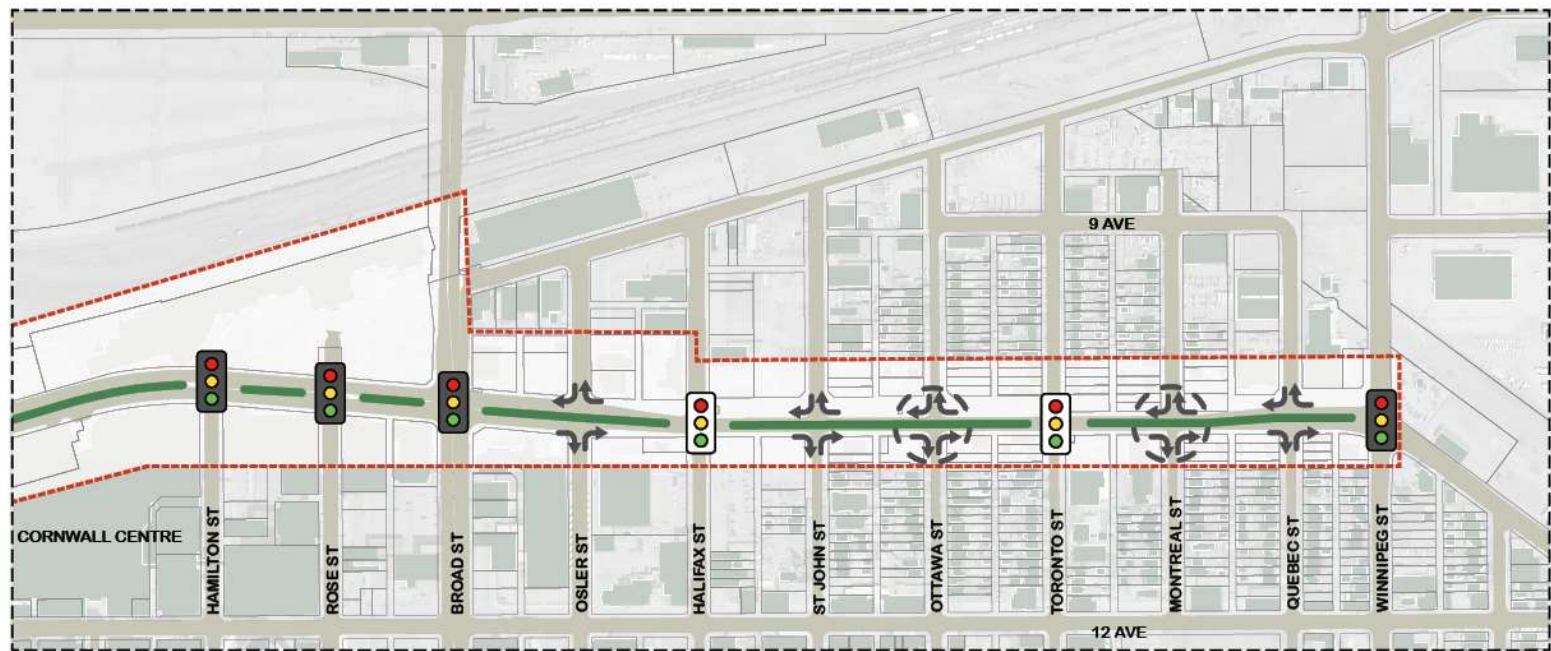


## LEGEND

- Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out
-  One-way Southbound
-  One-way Northbound

**FIGURE B.2: ACCESS MANAGEMENT – DOWNTOWN AREA**





# LEGEND

- Potential Future Median
-  Existing Signalized Intersection
-  Potential Future Signalized Intersection
-  Potential Right-In/Right-Out
-  Potential Active Modes Crossing



**FIGURE B.3: ACCESS MANAGEMENT – HERITAGE (CORE) AREA**

